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No. 21 5/3 號式拾柒百伍仟壹萬式第 日伍初月捌年卯丁 HONG KONG, WEDNESDAY, AUGUST 31st, 1927. 叁拜禮 日壹廿月捌年七廿百九仟壹英 PRICE: $3 PER MONTH.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

		A.M.	A.M.	A.M. O*	A.M.	A.M.	P.M.	P.M.	P.M. *	P.M.	P.M.	P.M.	P.M.
Kowloon	...Dep.	6.37	8.00	8.35	9.15	10.09	12.02	1.15	2.37	3.00	4.37	5.43	7.23
Yaumati	...Dep.	6.45	—	—	9.24	10.16	12.09	1.21	—	—	4.44	5.50	7.30
Shatin	...Dep.	6.57	—	—	9.36	10.28	12.21	1.34	—	—	4.56	6.02	7.42
Taipo	...Dep.	7.11	—	—	9.49	10.42	12.34	1.47	—	—	5.09	6.16	7.55
TaipoMarket	Dep.	7.18	—	—	9.53	10.46	12.38	1.51	—	—	5.13	6.20	7.59
Fanling	...Dep.	7.27	—	—	10.03	10.56	12.48	2.01	—	—	5.23	6.31	8.09
Shumchun	...Dep.	7.32	—	9.02	10.08	11.00	12.53	2.06	3.14	—	5.28	6.35	8.13
Shumchun	Arr.	7.38	8.40	9.08	10.14	11.06	12.59	2.12	3.18	3.40	5.34	6.41	8.19
	Dep.	—	8.43	—	11.10	—	—	—	—	3.43	—	—	—
Canton	...Arr.	—	11.50	—	5.38	—	—	—	—	6.47	—	—	—

		A.M.	A.M.	A.M.	A.M. O*	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M. *
Canton	...Dep.	—	—	—	—	8.05	—	—	8.40	—	—	3.20	—
Shumchun	Arr.	—	—	—	—	11.06	—	—	3.33	—	—	6.31	—
	Dep.	7.14	8.01	10.15	10.40	11.09	11.40	3.00	4.17	4.45	5.52	6.24	7.15
Shumgshui	...Dep.	7.21	8.08	10.25	10.54	—	11.47	3.07	4.24	4.52	5.59	—	7.20
Fanling	...Dep.	7.26	8.12	10.29	—	—	11.51	3.12	4.28	4.56	6.03	—	—
TaipoMarket	Dep.	7.36	8.22	10.39	—	—	12.02	3.22	4.38	5.06	6.13	—	—
Taipo	...Dep.	7.40	8.27	10.43	11.06	—	12.07	3.26	4.42	5.10	6.16	—	—
Shatin	...Dep.	7.53	8.40	10.56	—	—	12.20	3.39	4.56	5.23	6.29	—	—
Yaumati	...Dep.	8.07	8.52	11.08	—	—	12.32	3.51	5.08	5.35	6.41	—	—
Kowloon	...Arr.	8.13	8.58	11.14	11.31	11.49	12.38	3.57	5.14	5.41	6.47	7.04	7.56

SHA TAU KOK BRANCH.

			A.M.	A.M.	P.M.	P.M.
Fanling		Dep.	7.45	10.15	3.20	6.15
Shataukok		Arr.	8.40	11.10	4.15	7.10
			A.M.	A.M.	P.M.	P.M.
Shataukok		Dep.	6.15	9.00	2.00	5.00
Fanling		Arr.	7.10	9.55	2.55	5.55

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OVERCROWDED BRITAIN.

A GREAT PROBLEM OF THE FUTURE.

MOST DENSELY POPULATED COUNTRY IN WOULD.

In England alone there were last year 701 people to each square mile of land, and, including mountainous and comparatively sparsely-populated Wales, the number only falls to 649. These figures give to England the distinction of being, apart from a few small islands such as Barbados and Bermuda, the most densely-populated country in the world.

Belgium, which comes next, has 635 head of population per square mile, Holland 580, Japan 392, Germany 345, France 184, and the United States a mere 35. Despite the toll of the war and the ravages of disease, our population in 1926 was, roughly, 2,250,000 more than in 1914. Further, nearly 80 per cent. of our people live in cities and towns.

The above statistics are remarkable—remarkable not so much in themselves as in the pointer they provide to the state of affairs which awaits posterity, granted the continued operation of the laws of mathematical progression. The primary question to which they give rise is: Is England overcrowded? To answer this we are faced with a further poser: What precisely is meant by "overcrowded," and what dangers, if any, lie ahead as this condition is approached?

Authoritative Opinion.

Sir Robert Horne has stated definitely that "our island is overcrowded"; Lord Riddell has declared, with only slightly more reserve, that "the population of these islands has no doubt reached saturation point." Now, our attention is drawn to a little pamphlet entitled "Is Britain Overpopulated?" by Mr. R. B. Kerr, in which the author goes even further. "It is plain," he says, "that our population has reached a point of saturation, and that further increase in numbers inevitably means a fall in the standard of life." Moreover, he endeavours to prove this, and in a manner not easy to refute.

From the purely sociological standpoint, interest centres in the proof that increasing population does indisputably operate to a deterioration of the conditions under which a great community spends its life. In countries with a widely-scattered population, figures go to show that there exists a higher standard of living in so far as such may be measured by the purchasing power of wages.

Again, to establish a luxury—as distinct from a necessity—standard, there are returns showing that the number of passenger motor-cars per 1,000 inhabitants is, broadly speaking, highest where the population ratio is lowest. Thus in the United States there were in 1925 153 motor-cars to each 1,000 people, in Canada 69, in New Zealand 59, in Australia 41, in the Argentine 16, and in Great Britain and Northern Ireland—where the roads are already crowded to the degree of discomfort—only 12.

Again, the subject may be approached by way of its bearing on international trade. As it is, Britain produces no more than 30 per cent. of its total food requirements. A higher population will lead, in any ordinary course of events, to an increase in the already enormous disparity between what we grow and what we need. Granted that we should produce more manufactured goods which would be available for export to rectify our balance-sheet against increasing importations of raw materials, the fact remains that our exports have fallen by nearly a third since 1913, during which time net imports have risen by 17 per cent.

The Economic Factor.

"What," asks Mr. R. B. Kerr, "would be the position of a shopkeeper who was selling 32 per cent. less goods than before the war and spending 17 per cent. more on his family?"

The problem of surplus population might lead on through a maze of argument into a vast field of highly contentious ground, extending right across from emigration to eugenics, but the figures on which the discussion is based are in themselves profoundly interesting and enlightening.—*Yorkshire Observer.*

BRITAIN'S EXPORTS INCREASE.

HIGHEST TOTAL IN 14 MONTHS.

£11,000,000 INCREASE IN MANUFACTURES.

Trade is on the turn—and the turn happily is upward.

Britain's exports during May were £10,668,827 about the figures of April; in fact May reached the highest total since March, 1926. Imports, however, are below the April figures.

Selling More Goods.

The export figures are considerably better than those of May last year, when the General Strike and the other industrial troubles dealt a severe blow at all trade. The comparative figures are:

May, 1927	£63,275,874
May, 1926	£45,763,971

Comparing last May with the previous May the big increases in exports are:

Coal	£3,015,285
Iron and steel goods	2,024,780
Cotton goods	2,103,930
Machines	1,187,247
Woollen goods	1,187,247
Vehicles of all kinds	1,175,286

Altogether the exports of manufactured goods alone in May increased by £11,181,505 over the figures of May, 1926.

More Food Bought.

Imports in May were down by over £4,000,000 by comparison with April, but were £15,000,000 higher than in May, 1925.

May, 1927	£96,394,379
May, 1926	£81,208,587

The large increases are of millions for food and drink, £1,237,845 iron and steel goods, £1,091,818 in oil seeds, oil fats, etc.

Among manufactured goods various small increases made up a total increase of nearly £8,000,000.

The imports for the first five months of this year amounted to £518,037,520, an increase of £12,902,194, compared with the similar period of 1926.

Exports in the five months were £286,359,315, a reduction of £1,747,891 on the figures of the first five months of 1926.—*Daily News.*

WHERE WAS MOUNT SINAI?

SIR FLINDERS PETRIE ON THE NEW CLAIM.

"Where was Mount Sinai? The question has been asked through the ages, and owing to the absence of exact topographical detail on the part of the Biblical narrators, who always speak of Sinai as if it were a single summit and give no hint about several summits of which it is one, all attempts at identification have been inconclusive.

The two most definite opinions about it were mentioned by Sir Flinders Petrie in the course of a conversation with a representative of *The Observer* on the subject of Dr. Ditlef Nielsen's reported discovery. The one is, he said, that Mount Sinai was where the Convent is, and the other that it was Mount Herbal, both in the Sinai Peninsula.

Dr. Nielsen, who has just returned to Copenhagen from his research expedition in Egypt, Palestine, Transjordania, and Arabia, believes, it is reported, that he is able to prove that Mount Sinai, where Moses promulgated the ten Commandments, is not on the Sinai Peninsula at all, but in the mountains of Edom, south of the Dead Sea.

"Until one hears Dr. Nielsen's reasons for this belief, it is quite impossible," Sir Flinders Petrie said, "to express any opinion about it. All one can say is that the view that Mount Sinai was in the Sinai Peninsula agrees with all the statements we at present know about the movements of the Israelites. Before it can be proved to have been elsewhere these statements will have to be overthrown and some entirely new history about the movements of the Israelites established."

It has frequently been argued that the Peninsula of Sinai, a barren waterless dessert, could never have accommodated two million souls. This number, however, is not so much a question of Sinai as of the land of Goshen. Many investigators have given up the statistics of the Exodus record. The contents of Sinai were quite equal, it was pointed out, to the contents of Goshen, and whatever numbers came out of Goshen could, therefore, have been got into Sinai.

DIARY OF EVENTS.

To-day.

Queen of Netherlands born, 1880. Official End of the War, 1921.

"At Home," Netherland Consulate General Chancery, in commemoration of Birthday of Her Majesty the Queen of Netherlands, 11.30 a.m. to 1 p.m.

Applications for admission to H.K. Football League, and affiliation to H.K. Football Association close.

Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m. and King Edward Hotel, 5 p.m.

Water Polo League: K.B.S.F.P.A. "B" *v.* Royal Navy; K.O.S.B. *v.* V.R.C. "A."

Ping Pong League: Y.M.C.A. *v.* C.C.Y.M.S. (St. Peter's Club).

Naval and Military Y.M.C.A.s.:—"Cheer O": Whist Drive, 7.15 p.m.; "Better 'Ole": Sing-Song, 7 p.m.

Dinner Dansant at Cafe Restaurant Parisien.

Queen's Theatre: "For Heaven's Sake" (fifth revival picture, Harold Lloyd).

World Theatre: "Bustin Through."

Star Theatre: "The Chechahcos."

Principal Mails:—Inward: Canada, America, etc., and Europe *viâ* Siberia (*Empress of Asia*). Outward: Europe *viâ* Siberia (*Saarland*), 8.30 a.m.

Thursday.

Legislative Council Meeting, 2.30 p.m.

Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.

H.K. Baseball League: Japanese *v.* Filipinos, Happy Valley Diamond, 5.15 p.m.

Ping Pong League: T. Institute *v.* S.C.A.A. (C.C.Y.M.S.).

Naval and Military Y.M.C.A.s.:—"Cheer O": Informal Dance, 7 p.m.

Dinner Dansant at Cafe Restaurant Parisien and after dinner dance at Lee Gardens.

Queen's Theatre: "Johnny Get Your Hair Cut" (Jackie Coogan).

World Theatre: "The Seven Keys to Baldpate."

Star Theatre: "Wild Oats Lane."

Principal Mails:—Inward: Europe *viâ* Suez (*Khyber*).

Friday.

Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m., and King Edward Hotel, 5 p.m.

Ping Pong League: St. Peter's Y.M.C. *v.* C.R.C. (C.C.Y.M.S.).

Naval and Military Y.M.C.A.s.:—"Cheer O": Concert, 7 p.m.; "Better 'Ole": Variety Concert, 7 p.m.

Dinner Dansant at Cafe Restaurant Parisien.

Queen's Theatre: "Johnny Get Your Hair Cut" (Jackie Coogan).

World Theatre: "The Seven Keys to Baldpate."

Star Theatre: "Wild Oats Lane."

Principal Mails:—Outward: Australia, New Zealand, etc. (*Tunda*), 2.30 p.m.; Europe *viâ* Siberia (*Khyber*), 3.30 p.m.

Saturday.

New Territory Agricultural Show Committee meeting, Sheung Shui, 2.30 p.m.

Golf: Captain's Cup, Fanling.

Lawn Bowls League:—Division I.: K.D.R.C. *v.* Taikoo R.C.; K.B.G.C. *v.* C.S.C.C. Division II.: Yacht Club *v.* Kowloon C.C.

H.K. Baseball League: Japanese *v.* Club de Recreio, Happy Valley Diamond, 4 p.m.

St. Peter's Y.M.C. launch picnic. Launch leaves Queen's Pier, 3.45 p.m.

Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.

Ping Pong League: W.Y.O.B.U. *v.* St. Louis Club (Y.M.C.A.).

Naval and Military Y.M.C.A.s.:—Grand Concert, City Hall, 6.30 p.m.

Dinner Dansant at Cafe Restaurant Parisien and King Edward Hotel.

Victoria Recreation Club 4th Night Fete, 9 p.m.

Concert at Kowloon C.C. for funds for Service Entertainment, 9.15 p.m.

Queen's Theatre: "Johnny Get Your Hair Cut" (Jackie Coogan).

World Theatre: "The Seven Keys to Baldpate."

Star Theatre: "Wild Oats Lane."

Principal Mails:—Outward: Europe *viâ* Marseilles, etc. (*Morea*), 10.30.; Europe *viâ* Siberia (*Chip Shing*), 3.30 p.m.

Sunday.

12th Sunday after Trinity.

Golf: Captain's Cup, Fanling.

Inter-Departmental Bowls Competition, Happy Valley.

H.K. Baseball League: Filipinos *v.* Japanese, Happy Valley Diamond, 4 p.m.

Open-Air Concert by Military band, Kowloon Dock Bathing Beach, 5 p.m.

Social Gathering, St. John's Cathedral Hall, after Evensong (6 p.m.).

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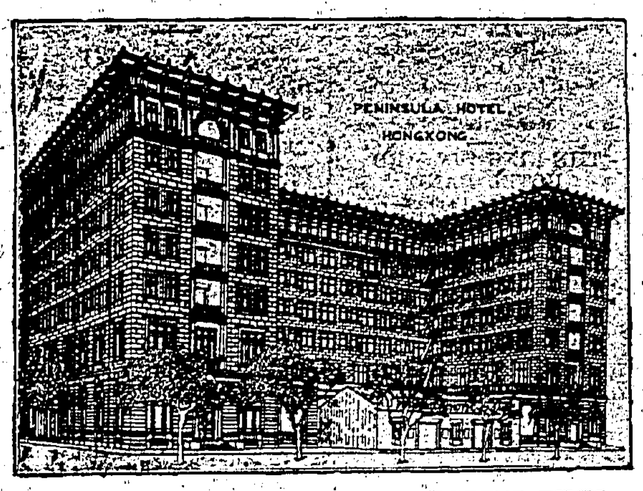
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xx 4669

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STRUGGLE ON THE YANGTSZE.

SURPRISE CROSSING BY NORTHERNERS.

HOW RAILWAY IS SUFFERING.

We give from a Shanghai paper to hand the following account of the opening of the struggle for the south bank of the Yangtsze, and how Sun Chuan Fang's troops made a surprise landing:

SHANGHAI, August 26th.

Following heavy bombardment across the river, and the capture of Yangchow, part of the Northern troops commanded by Marshal Sun Chuan Fang came across the river and arrived at a big piece of vacant ground at Shi Ho Bridge near Chi Hsai San off Chinkiang late last night, according to reports from reliable sources to-day. The arrival of the Northern soldiery from across the river, along the Shanghai Nanking line, has cut the Nationalist force into two sections, to bridge which means serious fighting for both belligerents. With the advent of the Northerners, there have come also the plain coat soldiers of the Northern army, lurking everywhere, as a reciprocal measure to what the Southerners did when they stormed Shanghai. At two places along the Shanghai Nanking line cars are said to have been derailed by these guerillas.

Nationalists Surprised.

By means of a number of sampans, cargo junks, steamers, and other forms of rivercraft, the Northerners encouraged by their capture of Yangchow and other strategic points north of the river, ferried across the river at a late hour last night. Owing to thorough military preparedness, the Nationalist troops were unaware of the presence of their enemies until early this morning, when firing was ordered by the Northern officers and petty skirmishes took place. The Northern troops landed at a piece of vacant land at Shi Ho Bridge near Hsai Chi San, which was not guarded by the defending force.

It is believed that serious warfare is now being waged in that vicinity. According to certain authorities the Nationalists are making a desperate effort to force back the intruders in view of the seriousness of the incident. Others believe that sooner or later the Northern troops landed south of the river will be cleared off, because the small detachment cannot possibly match the centralised Nationalist force in this province.

Train Disralled.

About 8 p.m. yesterday the down train conveying a goodly number of passengers, and General Bei Tsung Hai, to Nanking was derailed somewhere between Anting and Out Home Signal, with the result that two soldiers were killed outright, and about ten passengers were injured. It appeared that about ten rails, altogether about seventy or eighty feet in length, were taken away by some unidentified persons. It is generally believed that it was the work of either communist agitators or plain coat Northerners. Owing to the prompt action of the engine driver in stopping the train, the death roll totalled only two and the inmates in the train crawled out of the windows with some inconvenience and discomfort.

Another derailment of a similar nature was reported when No. 1 Chungsan armoured car was thrown off the track as a result of the cutting of the railway line by the plain coat Northerners. This took place early this morning at Chatse, between Chinkiang and Nanking. No casualty has been reported. In the meantime the railway authorities have sent workmen to the scene to make the necessary repairs.

Another report from Nanking states that yesterday the city witnessed the heaviest bombardment from Pukow, about 300 shells being poured into the city. On previous days, only Hsiaokuan was bombarded, and suffered from petty damage.

A story is told of how an engine driver, before leaving Nanking for Shanghai, was struck by a stray shell and died instantly at the Hsiaokuan station. Many civilians and soldiers in Nanking are reported to have fallen victims to the aimless shells. The city as a whole is panic-stricken.

Railway service is suspended today, because of the derailment, and of the general situation along the whole way. Whether the service will be restored to-morrow largely depends upon the rapid repairs now being made at Antung and Chatse.

TUG-OF-WAR ON C.E.R.

CHINESE RE-ASSERTING THEMSELVES.

ENERGETIC NEW OFFICIALS.

ENFORCING MUKDEN TREATY.

HARBIN, August 1st.

With a great flourish of trumpets nearly three years ago, the Soviet members of the Chinese Eastern Railway Board took up their places, a new manager and assistant manager were appointed and many other officials were replaced by Soviet citizens. And all this was done on the basis of the Treaty between the Mukden and the Moscow governments, but though the Soviet party took up their places on the Railway Board and Administration, they did not in any way hurry themselves to fulfil the other conditions of the treaty through which they had received their jobs.

The Chinese also appointed an entirely new Board who should have insisted on the conditions being carried out, but the President was an old man and the others said very little. Marshal Chang Tso Lin got angry and changed the President several times but all to no effect, as each of these Presidents delayed in insisting upon the fulfilment of the Treaty, and the Soviet side endeavoured to have so many members away that it was almost impossible to get a quorum together.

Soviets Opportunity.

At the same time civil war was raging in China and the Mukden Government had its hands full attending to matters in the country and no time to see what was going on in Manchuria as regards the railway line. Thus the Soviet members of the railway had matters pretty well their own way and got accustomed to give out their own orders without any reference to the Chinese who were supposed to have half control of the entire business.

Money Deposited in Dalbank.

Month by month the receipts of the railway increased and the whole of the cash received was deposited in a Soviet institution, the Dalbank, which has been making a very large profit with the money, as well as giving funds to Vladivostok, Habarovsk and other Soviet centres. The total amount which the Dalbank now has from the C.E.R. runs into about forty million, and of this large amount there is not more than two million in the Harbin offices of the bank. It is no wonder that the Chinese are not at all pleased with this arrangement and have been for some time trying to get half the cash into their own hands.

Chang Tso Lin Acts.

The raid on the Soviet Embassy which disclosed a number of documents and proved that some of the members of the Soviet side of the C.E.R. were plotting against the Chinese, made the great War Lord angrier than ever and he decided to take stronger measures regarding the Mukden Treaty.

The failure of the Communist Party in China and the rupture of relations between Great Britain and Soviet Russia, very much strengthened the position of Marshal Chang Tso Lin and having made himself Dictator at Peking, he began to form his plans. In the first place he caused the C.E.R. President to resign, and in his place appointed a man of energy and strength, an able lawyer under forty years of age. Then he appointed to the Board one of the most energetic men in Manchuria, Mr. Li Shao Keng, a man who speaks perfect Russian and excellent English, has been connected with the Administrations of the Special Area for six years, who is known to everybody in Harbin, and is as much respected by the foreign colony as by the Russians. What he undertakes, he undertakes with a will and is a man of great tact and fairness. A Vice-President, another young man, has been appointed. Thus there are three energetic young Chinese diplomats who will carry the other two members with them, as the latter have also received instructions to see that the conditions of the Mukden Treaty are carried out to the letter.

At the same time, as the Marshal is now head of the Peking Government, the Civil Administrator, General Chang Hwang Hsiang and the Police Commissioner,

(*Continued on next Column.*)

CHIANG, A SACRIFICE.

ON THE ALTAR OF NANKING-WU-HAN FUSION.

A NORTHERN VIEW.

How a high army officer at Port Arthur looks upon Chiang Kai Shek's exit out of the political arena of China sounds interesting and may be epitomized as follows, says the *Manchuria Daily News*:—

Chiang Kai Shek, as reported in the press, resigned on the 13th inst., and retreated to Ningpo with a bodyguard of 400. His retirement circular, although dated the 8th inst., was sent out as late as the 15th inst. The main cause was the shabby reception accorded to his compromise plan with the North for an attack on Wu-Han Government at the hands of his young junior officers, on top of Chiang's authority coming to be questioned.

In his declaration on his retirement, he dwelt upon the progress of events since from the very start when he had led the anti-Northern expedition from Canton, recommending the following to the Wu-Han Government:

Co-operation between Wu-Han and Nanking Governments.

Liang-Hu (Hunan and Hupeh) and Kiangsi troops should co-operate with the others on the Tientsin-Pukow line front to get solidly united against the North, stopping fighting among themselves.

In Liang-Hu and Kiangsi districts elimination of the Communists should be carried out thoroughly.

In other words, Chiang intended to sacrifice himself and his own career in the interests of the Nationalists, aiming at the fusion of both Nanking and Wu-Han elements. As a result the South will become united to confront the North.

By the sudden turn in the course of events, a thing like a compromise between North and South is now despaired of, and pending the appearance of some strong man to play the central military role as Chiang's successor, the Paoting Academy graduates will be in the ascendancy, although Japan's policy to China will not be particularly affected.

General Chin Yung Kwei, have had their appointments confirmed by the Peking Government, whereas formerly they were only officials appointed by Mukden.

The whole of the members of the Board are in Harbin and everything is therefore ready to commence the plan of campaign, the first move being made yesterday when two Chinese members of the banking world were appointed controllers of the Dalbank in Harbin.

The President will call a Board meeting this week, probably on Thursday and then the Chinese members will commence their demands. The first demand will be that half of the C.E.R. funds now held by the Dalbank shall be handed over to the Board which will keep this money in a Chinese bank, and a certain time limit will be given the Dalbank to hand over this sum, probably one week.

Failing compliance, the Chinese members will close the Dalbank and take the amount by force. As the Chinese are demanding only their rights according to the terms of the Treaty, there seems to be little that the Soviet members can say, but they have so accustomed themselves to being masters of the railway that they are not likely to give up without a struggle.

Soviet Threats.

There are rumours that the Soviet members declare they will suspend all traffic on the railway system if the Chinese use force of any kind, but such action would be suicidal, as it would give the Chinese a pretext to cancel the Mukden Treaty and put back the *status quo* as it was before the arrangement with the Soviet was signed. In any case there is no doubt that Harbin is on the eve of great events as regards the railway and that the Chinese are now quite determined to have all the conditions of the Treaty carried out to the last letter. Amongst the most important are those of the General Manager.

It was intended that the Board Meeting should take place on Monday 1st August, but the Russian Vice-President, Mr. Lashevich, went out of town on the 29th July and therefore the meeting cannot be held till his return.

Much will depend on the way the Soviet side take the demands of the Chinese, but if the latter do not agree to carry out the conditions signed by the Soviet Government in 1924, then it stands to reason that they cannot remain in their posts as they received their positions on the basis of the treaty. Either the treaty must be carried out in full or not at all. The next few weeks will show which it is to be.—*Peking and Tientsin Times.*

POPE'S SYMPATHY WITH CHINA.

DENOUNCES BOLSHEVIKS.

SUBVERSIVE DOCTRINES.

Bolshevism, as an insidious, subversive doctrine which is permeating the ignorant classes throughout the world, was severely scored by Pope Pius XI in an allocution before a secret consistory convoked to raise two prelates to the holy purple.

Basing his remarks on knowledge coming to him through evidence gathered by his diplomatic outposts, the Pope charged Bolshevism with being chiefly responsible, not only for the troubles in China but also in Mexico. He based his searching criticism upon facts first given to the world by The Chicago *Tribune's* correspondents, John Coryn and Gerald Martin, a year ago and later announced by the state department.

The papal allocution dealt with three general subjects—China, Mexico and France.

Affirms Esteem For China.

Deploring the "horrors of a civil war due more to subversive doctrines imported from abroad than to the Chinese people themselves who are by nature lovers of order," the pope reiterated his esteem and affection for this "most ancient nation" and promised to demonstrate his affection "as soon as the occasion presents itself." He added that he hoped to "do more than simply pray."

Concerning Mexico, "which still is pouring out blood for religious liberty," the pontiff said the action of both clergy and laity constitutes "one of the most illustrious examples of faith of which the annals of the church can boast." He added: "If persecutions can snatch from their posts bishops who are anxious to fight and die with their flocks it can never snatch them from our heart."

The Pope eulogized the episcopate in the United States, "which is doing everything possible to illuminate public opinion on the conditions of the Mexican church and to succor their afflicted colleagues."

The cause of such a "recrudescenes of barbarism and passion against religion," he continued, "indicates a public and secret diffusion of subversive theories of every kind, while the rulers of nations are doing nothing to render their people immune."

Discusses French Royalists.

The major part of his allocution is devoted to discussion of the French royalists and what he described as evidence of a fall from grace of large numbers of French people.

His castigation of the royalists was not without charity, however, for he declared.

"Whoever sincerely believes himself capable of repairing the already too prolonged scandal against the church in France, we are more than ready to receive and embrace with benignity and paternal charity. We have confidence that within a short time they will return to their common father."

BOMBARDMENT OF NANKING.

SUN CHUANG-FANG HAS 10,000 MEN AT PUKOW.

SHANGHAI, August 25th.

Messages from Nanking report heavy firing on that city from the direction of Pukow, the firing being directed at Lion Hill and the Ferry railway station. One of the shots hit a large railway shed and a fire broke out immediately destroying the entire shed.

A few rounds were fired in return from Lion Hill.

Troop movements continue along the Yangtsze, according to wireless messages received locally yesterday. About 7,000 arrived at Nanking on Tuesday from up river.

A Kiukiang message states that about 4,500 troops arrived at the port from up river and of this number about 2,500 sailed down stream.

The advance guard of General Ho Ying Chen's forces are reported as having arrived at Anking and marched through the city on Tuesday to a camp three miles down the river on the left bank. The remaining troops are expected to reach Anking within a few days, the total forces being estimated at 20,000.—*Shanghai Times.*

SUN GATHERS STRENGTH.

TOKYO, August 24th.

According to a telegram received in Tokyo to-day from Tientsin, the main body of Marshal Sun Chuan Fang's Armies, some 10,000 men strong, has advanced to the region of Pukow, and part of his Armies,

(*Continued on next Column.*)

numbering some 10,000, have also advanced to the district of Yangchow.

At present a large number of native boats are detained at Shihlerhyu on the Yangtsze, south-west of Yangchow, and the Northerners are now in preparation for crossing the River.

The Northern troops, which were posted in the region west of Tsin-Pu Line, number about 20,000, and these forces have already advanced to the line of Hofei and Wo-hsien.

General Li Tsung Jen possesses about seven divisions of troops, which are posted in Nanking and Wuhu, but his men are said to lack fighting spirit, according to the same despatch. General Ho Ying Chin has about eight divisions, and his main force is scattered in the district between Nanking and Chinkiang, a part of his men being distributed in the region along the Shanghai-Hangchow Railway, the telegram adds.—*Toho.*

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

August 30TH, 1927.

B.K. Bank	$1,065 buy.
Do., London	£114½ nom.
Chartered Bank	£20 nom.
Mercantile Bank, A. & B.	£33 nom.
Do., C.	£13½ nom.
P. & O. Bank	£9⅜ buy.
East Asia Bank	$68 nom.
Canton Insurance	$590 sel.
China Underwriters	$1½ nom.
North China Ins.	Tls. 143 nom.
Union Insurance	$235 buy.
Yangtsze Insurance	M. $37 buy.
China Fire Insurance	$210 buy.
Hong Kong Fire Ins.	$600 sel.
Douglases	$32½ buy.
Steamboats	$21½ sel.
Hong Kong Tugs	60 cts. sel.
Indo-Chinas (Pref.)	$30 nom.
Do. (Def.)	$48 buy.
Shell Transports	9/- nom.
Star Ferries	$54.50 buy.
Waterboats	$16.90 nom.
China Sugars	$15 sel.
Malabon Sugars	$32 sel.
Benguets	$1.70 nom.
Asiatic Mining Ass.	49/- buy.
Langkats (combined)	Tls. 18 nom.
Do. (single)	Tls. 9 nom.
S'hai. Explorations	Tls. 3 nom.
Shanghai Loans	Tls. 6 nom.
Banus	¾ buy.
Tronoh Mines	19/3 nom.
Ural Caspians	5/- nom.
H.K. & K. Wharfs	$112 sel.
H.K. & W. Docks	$35 nom.
Hongkews	Tls. 140 buy.
New Engineerings	Tls. 4½ buy.
Shanghai Docks	Tls. 9¼ buy.
H.K. & S. Hotels	$6½ sel.
H.K. Lands	$5½ buy.
Hong Kong Realtys	$8 sel.
H.K. Territorials	$1½ nom.
Humphreys Estates	$12 buy., 12½ sel.
Prince's Buildings	$80 nom.
Rural Lands	$1½ nom.
Ewo Cottons	Tls. 7.30 buy.
Orientals	Tls. 1.60 nom.
Shanghai Cottons (old)	Tls. 51 nom.
Do. (new)	Tls. 15½ nom.
China Buses	Tls. 7 nom.
H.K. Tramways	$20 buy., 20.15 sel.
Peak Trams (old)	$14 sel.
Do. (new)	$7 sel.
Singapore Tractions	10/9 buy., 11/- sel.
Taxis	$1 nom.
Amusements	$20 nom.
Canton Ices	$5 nom.
Cements (combined)	$7 sel.
Do. (old)	$6.50 nom.
Do. (new)	$1 sel.
China Lights (comb.)	$12½ sel.
Do. (old)	$9½ nom.
Do. (new)	$6½ nom.
China Providents	$4 buy., 4.15 sel.
Constructions	$11 sel.
Dairy Farms	$15.20 buy.
Des A Wings	$6 nom.
H.K. Electrics	$54½ buy., 54½ sa.
Macao Electrics	$37 buy.
H.K. Ropes (old)	$10 nom.
Do. (new)	$5 nom.
Lane Crawfords	$5 sel.
Mackintoshs	$22 buy.
Macareos	$8½ nom.
United Asbestos	$12 sel.
Watsons (old)	$11½ nom.
Wm. Powells	$5 sel.
Telephones	$3.70 sel.

buy.—buyers; sel.—sellers; sa.—sales nom.—nominal.

EXCHANGE.

CLOSING QUOTATIONS.

August 30th, 1927.

ON LONDON.—	
Telegraphic Transfer	1/11⅛
Bank Bills, on demand	1/11 7/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	1/11⅛
Credits, at 4 months' sight	2/0 7/16
Documentary Bills, 4 months' sight	2/0 9/16
ON PARIS.—	
Bank Bills, on demand	1,205
Credits, 4 months' sight	1,220
ON NEW YORK.—	
Bank Bills, on demand	47½
Credits, at 60 days' sight	47⅜
ON BOMBAY.—	
Telegraphic Transfer	180½
Bank Bills, on demand	
ON CALCUTTA.—	
Telegraphic Transfer	180½
Bank Bills, on demand	
ON SHANGHAI.—	
Bank Bills, at sight	79½
Private, 30 days' sight	—
ON YOKOHAMA.—On demand	100
ON MANILA.—On demand	95½
ON SINGAPORE.—On demand	84½
ON BATAVIA.—On demand	110
ON HAIPHONG.—On demand	—
ON SAIGON.—On demand	nom.
ON BANGKOK.—On demand	95½
SOVEREIGNS, Bank's Buying rate	$9.90
GOLD LEAF, 100 fine, per tael	—
BAR SILVER, per oz.	—

ANCHOR BRAND
PURE MANILA ROPE.
"THE CORDAGE YOU CAN TRUST."

MARINE ROPE
TRANSMISSION OF POWER ROPE
CABLE LAID HAWSERS
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Special Extra Attraction at all Performances Beginning

THURSDAY, SEPT. 1st.

THE BROADWAY FOLLIES

with

CHERPINO AND COOK
Late Principal Dancers with the New York Midnight Revue
and
A BEVY OF BEAUTIFUL GIRLS
in
Classical, Modern and Jazz Dancing
and
ADOLFO BELLOTTI
Late Star of the Metropolitan Opera Co.

病人無上食品

Invalid diet

Horlick's Malted Milk is invaluable in the sick-room. Ordinary milk is frequently distasteful to the patient and is, moreover, hard to digest. In Horlick's, the milk is rendered assimilable by the addition of malt and the patient's strength is built up by the added wheat.

HORLICK'S THE ORIGINAL MALTED MILK
In 4 sizes of all Chemists & Stores
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Cafe's ORIGINAL
PLYMOUTH GIN
OBTAINABLE EVERYWHERE.

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MARTIN'S PILLS
APIOL & STEEL
Sure and certain for all Female complaints. Every lady should keep a box in the house.
Chemists and Stores sell them throughout the world.
Proprietor:
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VISCOUNT CECIL AND THE CABINET.

DISARMAMENT POLICY DISAGREEMENT.

"NO REASON TO THROW UP THE SPONGE."

RESIGNATION CONFIRMED.

[THROUGH REUTER'S AGENCY.]

LONDON, August 29th.

The newspapers state that as a result of Viscount Cecil's talk with Mr. Baldwin, yesterday evening, he (Lord Cecil) has agreed to defer his resignation until Mr. Baldwin returns from the Continent.

LATER.

Viscount Cecil has resigned from the Cabinet.

It was announced definitely this afternoon that Lord Cecil had confirmed his resignation from the Cabinet on the ground of dissatisfaction with the course of its policy on disarmament. Lord Cecil therefore will not go to Geneva.

Letter to Mr. Baldwin.

Lord Cecil's letter to Mr. Baldwin emphasises that his resignation is in no way due to any personal difficulty. On the contrary, he pays tributes to his colleagues for their kindness and consideration. "Least of all have I any grievance against Mr. W. C. Bridgeman, with whom I have worked in the closest agreement at Geneva," but on the broad policy of disarmament the majority of the Cabinet and himself had not really agreed.

He expresses the opinion that the limitation of armaments is the most important public question of the day and that the chief energies of the Government ought to be concentrated on this. Lord Cecil also alludes to the spring session of the preparatory disarmament conference, when he was compelled repeatedly to maintain propositions which were difficult to reconcile with a serious desire for success. Nevertheless he went to the recent conference believing that an agreement could be reached. Unfortunately, failure followed, and the causes for this may have to be probed when Parliament meets. In the meantime it is sufficient to say that he is out of sympathy with the instructions he received, and he believes an agreement might have been reached on terms which would have sacrificed no essential British interest.

Prime Minister's Reply.

Mr. Baldwin, in the course of a letter accepting Lord Cecil's resignation, is of the opinion that Lord Cecil exaggerates any differences that have arisen, whether recently or in earlier days, in the Government, and cites a passage in the speech by Sir Austen Chamberlain at Geneva, shortly after the Government came to office, dwelling on the sympathy with peace ideals of the British Empire, as to which successive British administrations, with the full approval of the Dominions, had not only favoured arbitration theoretically but had also availed themselves of this in a practical manner, and had disarmed to the limits of national safety.

The Premier emphasises that this policy does not differ materially from Lord Cecil's, and whatever differences have arisen do not relate to the broad policy of peace disarmament, so much as to the means whereby this policy may effectively be forwarded.

The Disarmament Controversy.

As regards the preparatory commission, the Premier says: "You presided over a sub-committee which was preparing the British case, and practically drafted your own instructions."

Mr. Baldwin at present refrains from entering into details of the naval conference, but repeats that Lord Cecil exaggerates whatever differences existed, and denies that the Government is to be blamed in connection with the breakdown. On the contrary, it worked for a compromise to the last, and refused to share Lord Cecil's pessimism.

He quotes the progress made in other if less ambitious methods, like the Washington conference, Locarno treaty, and settlement with Turkey, all of which had led to a measure of disarmament. He points out that Britain's expenditure on armaments has fallen each year, and hopes that even the recent naval conference may yet result not only in an early reduction of naval expenditure, but ultimately in a better understanding of each other's problems.

"A Task For Statesmen."

Mr. Baldwin acknowledges that the difficulties are many and great, but that is no reason for throwing up the sponge. It is a task for statesmen to learn from failure no less than from success, especially on this age-long problem, which hitherto has baffled all efforts at a permanent solution.

ST. PETER'S YOUNG MEN'S CLUB.

ACTIVITIES FOR SEPTEMBER.

PICNIC FOR THE BLIND.

The monthly circular for September has just been issued in connection with St. Peter's Young Men's Club, and gives full information of the progress of the Club and its programme of activities for September.

Picnics.

The next moonlight picnic on Friday, Sept. 9th, is to be the last this season, and no effort is to be spared to make this event a special and successful one. Music is to be provided, and the charge will be 80 cents for members and ladies and $1.20 for non-members. Cakes and pastries can be purchased on board. Only tea will be provided. The launch will leave Queen's Pier at 6.30 p.m., and will return at about 11 p.m. If necessary a larger launch will be hired.

It has been decided by the Entertainment Committee that in future the charge of 60 cents per head for week-end picnics will not include refreshment. Hot tea will, however, be supplied. Cakes and pastries, made by the Club, will be available on board at very reasonable rates.

Notes for Secretaries.

Secretaries are asked to see that their respective committees meet regularly at least once a month, and also to send in a full report of such meetings to the joint Hon. Secretaries on or before the last Tuesday of the month.

The following are the dates of the September meetings:—

September 6th (1st Tuesday of month), 8.30 p.m., Library Committee; September 13th (2nd Tuesday of month), 8.30 p.m., Indoor Sports Committee; September 15th (3rd Thursday of month), 8.30 p.m., Refreshment Committee; September 20th (3rd Tuesday of month), 8.30 p.m., Entertainment Committee; September 27th (last Tuesday of month), 8.30 p.m., Executive Committee.

The Finance Committee meets every Tuesday at 6 p.m.

Picnic for the Blind.

It was suggested last winter that St. Peter's Young Men's Club should hold a "Sunshine Day" for the blind and crippled, as is customary in England and other countries. At a joint meeting of the representatives of the Club and the St. Peter's Ladies' Guild, it was decided that the first effort should take the form of providing a picnic by motor-car for the inmates of the Blind Home at Kowloon. Several gentlemen, including the Club's Patron, the Hon. Dr. R. H. Kotewall, C.M.G., and Mr. Ho Kwong, have placed their cars at the disposal of the Committee. The Secretaries are soliciting the loan of a few more cars and chauffeurs. The picnic will be held on Saturday, September 10th, starting from the Star Ferry Wharf at 2.30 p.m.

Refreshments and Caterings.

The Club is now running its own refreshment stall and members are asked to assist in making it a success. Meals are served at very reasonable rates and arrangements can be made with the Secretaries for messing and for daily tiffins and dinners at the Club. Suggestions from members in connection with the running of the refreshment stall will be greatly appreciated.

Chinese Class.

So far, the number of those wishing to learn colloquial Chinese does not justify the formation of a class. An informal meeting of the intending students will probably be held during the second week of September.

Provisional Programme for September.

The following is the provisional programme for September:—

Bathing picnics every Saturday. Launch leaves Queen's Pier at 3.45 p.m. (Charge: 60 cents, refreshments not provided.)

The Crescendo Orchestra holds weekly practices on Thursday at the Club, at 8.30 p.m.

The first debate of the season will probably be held on Monday, Sept. 26th, at 8.30 p.m. The speakers will be announced in the local Press. The subject may be "That money is essential to happiness."

Sunday School Classes will commence on September 11th at 3 p.m.

September 9th—Moonlight picnic, launch leaves Queen's Pier at 6.30 p.m.

September 10th—Annual picnic for the blind.

September 12th—Social for Service men, at the Club, at 8.30 p.m.

September 23rd—Whist drive at Cathedral Hall, 8.30 p.m.

September 26th—Debate at the Club, 8.30 p.m.

PADANG RUBBER CO.'S ANNUAL MEETING.

FINAL DIVIDEND OF 10 PER CENT.

The 17th annual general meeting of the Padang Rubber Company was held at the offices of the local agents, Shanghai, last Wednesday when Mr. C. R. Burkill presided and shares amounting to 58,250 were represented.

In his speech the chairman said:—Gentlemen,—Since the last annual meeting of the Company a slight change in the text of the share capital account has been made. It was decided at an extraordinary meeting: "That each of the ten Tael shares of the Company be divided into ten shares of one Tael each."

Cost Of Production.

Compared with other Shanghai companies, our cost of production is very high, but as conditions on Wellington are so exceptional, no useful purpose can be served by comparison. The estate, owing to its extremely hilly nature is not a popular one with Tamil labour and we are therefore obliged to resort to the more expensive form of Chinese labour. The Tamils simply cannot stand the strain and hard work on the hills and our Manager reports that the Chinese are undoubtedly the most satisfactory type of labour for Wellington.

Year's Output.

The output for the year was 298,867 lbs. which was harvested at an all-in cost including Shanghai expenses of 11.87d. per lb. against 217,695 lbs. at a cost of 1s. 0.92d. per lb. for the previous year. The profit for the year amounted to Tls. 82,228.44 which added to the balance of Tls. 20,563.43 brought forward from previous year, makes a total of Tls. 82,789.87 at credit of profit and loss account and I will later propose a resolution to pay a dividend of ten Tael cents per share (10 per cent.) absorbing Tls. 50,000, place to Equalization of Dividend fund 10,000, bringing this account up to Tls. 60,000, write Tls. 8,324.62 off various assets, and carry forward the balance of Tls. 14,465.25.

The standard production for the fifth restriction year has been assessed at 374,988 lbs. an increase of 72,107 lbs. on the previous assessment. On the basis of a 60 per cent. production, the output for the current year will be 224,992 lbs. which is 73,785 lbs. below the actual crop harvested during the year under review.

Resolutions.

That the report and accounts for the year ended April 30th, 1927 as presented be accepted.

Proposed by Mr. C. R. Burkill and seconded by Mr. Chun Bing Him.

That the following recommendation as to the appropriation of the balance at credit of profit and loss account as presented be accepted:

	Tls.
Pay final dividend of ten tael cents per share (10 per cent.)	50,000.00
Place to Equalization of Dividend Account	10,000.00
Write off buildings	6,225.63
Write off machinery	1,502.92
Write off furniture	83.37
Write off live stock	513.30
Carry forward	14,465.25
	Tls. 82,789.87

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. C. WOLFE, CAPTAIN SUPERINTENDENT OF POLICE.]

Training—Part I.

The following Police Reservists have been passed out as efficient in Part I. of Training Course:—

Chinese Company:—Cr.-Sergt. R.5 Wong Shiu Pun, Constables R.10 Edward Way, R.12 Diam S. K. Chan, R.43 Tso Chi On.

Indian Company:—R.202 M. Abdullah, R.203 Abdul Aziz, R.204 Abdul Karim, R.211 Awtar Singh, R.213 Bhagat Singh, R.215 Fazal Mohamad, R.218 Ghulam Mohamad, R.230 H. N. Mehal, R.231 W. M. Mehal, R.240 Sohan Singh, R.242 Taj Mohamad Khan.

Police Training School.

The advanced members of both Chinese and Indian Companies will attend at the Police Training School, Bonham Road, at 5.30 p.m. sharp on Thursday, September 1st, and Tuesday, September 6th, for instruction in Police duties and regulations by Inspector H. J. Paterson. Every member attending will bring his instruction book with him.

Parades.

All recruits will parade in mufti at the Central Police Station for squad drill and rifle exercises under Sergt. R. J. Hunt at 5.30 p.m. sharp as follows:—

Chinese Company on Thursday, September 1st and Tuesday, September 6th.

Indian Company on Friday, September 2nd, and Monday, September 5th.

(Sgd.) G. B. HARTFORD,
D.S.P. (R.), Adjutant.
Hong Kong, August 30th, 1927.

QUEEN'S THEATRE
TO-DAY at 2.30, 5.10, 7.15 & 9.20.

HAROLD LLOYD
IN
FOR HEAVEN'S SAKE

WORLD
A Great Cowboy Film—
JACK HOXIE
IN
BUSTIN' THROUGH
TO-DAY ONLY
Orchestra at 5.15 & 9.20.
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The Story of a Gold Rush—
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[A.P.B. 11]

GUARDSMAN AND THE RAVEN.

TOWER DEATHS COINCIDENCE.

The superstitious who regard the raven as a "prophet of ill" will be interested in the case of a soldier's fatal accident, which has followed the accidental death of "Edgar," the famous pet raven at the Tower of London, familiar to visitors from all over the world.

One Friday Edgar, who was fond of chasing dogs, became involved in an argument with a terrier belonging to a son of one of the warders. The owner in trying to separate the two combatants inadvertently hit the raven with his stick and killed him. He was buried in the Tower moat on the south side.

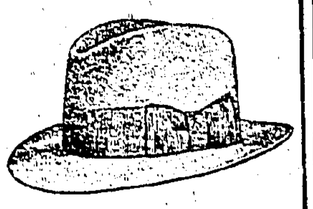
Shortly after midnight on Saturday Guardsman A. Chidgey, of the Coldstreams, while trying to climb the 30 feet north wall got to 6 feet of the top and fell into the moat, and was found several hours afterwards suffering from fractures of both hips, from which he died in Millbank Military Hospital.

Edgar had entertained thousands with his antics since he left his Inverness-shire wilds in 1923. Recently he has had for his companions on Tower Green his wife "Jenny" and another raven "Sandy." Edgar, however, was the prime favourite, for he was a bold rascal and full of character.

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HATS



August 29th—to September 3rd.

To make room for our New Season's Hats we are offering all our present stock at

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After a warm and tiring day—there is nothing so refreshing as

OUR TOILET EAU DE COLOGNE.

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[A.P.E.]



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GREAT SUMMER SALE
LAST MINUTE BARGAINS

LADIES' READY-TO-WEAR HATS
50 *cts*, $1.00 *and* $2.50.

LADIES' WHITE CANVAS SHOES
$1.00 *pair.*

LADIES' BATHING COSTUMES
A few only left
QUARTER PRICE.

GENTS. SHOES, A few pairs left
$7.50 *pair.*

HUNDREDS OF DOLLAR BARGAINS.

Sale Ends Saturday, Sept. 3rd.

DO NOT MISS THE FINAL DAYS.

THE MURDER OF MRS. MACKAY.

CROWN CASE OPENED AT CENTRAL MAGISTRACY.

HOW THE CRIME WAS COMMITTED.

TELL-TALE HALF OF A SEVERED BANK NOTE.

At the Central Magistracy yesterday two Chinese were charged before Mr. R. E. Lindsell with the murder of Mrs. Rose Mackay on August 6th, at Chai Wan. It was stated in evidence that the deceased put up a plucky resistance and in spite of the three wounds that were inflicted, she made a determined effort to struggle home. Her 14-year old nephew who was with her at the time of the attack was thrown into a nullah by one of the assailants.

The Police were on the track of the murderers soon after the crime, and as the result of some smart work the two defendants were arrested. Blood stains were found on their clothing and also, it is alleged, banknotes which were stolen from Mrs. Mackay.

The magisterial hearing is expected to last several days.

CROWN SOLICITOR OUTLINES CASE.

The case for the prosecution was conducted by Mr. T. S. Whyte-Smith, and the prisoners were undefended.

Outlining the case for the prosecution, Mr. Whyte-Smith said that the deceased lady was the wife of Mr. Charles Mackay, a timekeeper at Taikoo Dockyard. They lived at "Blackhead House" near Taikoo Docks. Her nephew, Walter Eckert, a 14-year old school-boy from Shanghai lived with them at the time.

The deceased and the lad, Walter, visited Mrs. and Miss Barker on the island at Chai Wan Bay on August 6th. There they bathed and had tea. They left the island for home at about 7.15 p.m. A rattan grip with the bathing suits and towels were carried by Walter, and Mrs. Mackay had a parasol and a hand-bag which probably contained a lot of money.

Mrs. Mackay used to visit her friends on the island about twice a week. She always took the uphill road which adjoins the Stanley motor road. Near the stone steps, they saw two Chinese coming towards them. One man was taller than the other, and Walter also noticed certain particulars about their dress. When these two men passed Mrs. Mackay and Walter, they gave a good look at the grip which Walter was carrying.

The deceased lady and her nephew continued their way and after walking about 75 yards, they heard steps behind them. Walter looked back and saw the same two men who had passed them returning. The deceased and Walter, however, kept on, but when they came to a stone bridge over a nullah, one of the men, the taller one, pushed Walter aside to the right and the deceased to the left. This same man then put both hands on Walter's chest and forced him backwards and into the nullah.

In falling, Walter had a glimpse of the smaller man attacking Mrs. Mackay. He actually saw the man striking the deceased but whether he did so with a weapon or not, he could not say. After disposing of Walter, the taller man went to the assistance of his confederate.

Mrs. Mackay put up a strong fight against her assailants, and struck at them with her umbrella. When Walter eventually scrambled back into the road, he saw the two men escaping with Mrs. Mackay's hand-bag in the direction of the motor road. Thirty yards away from the bridge where the attack took place was a bend and Walter saw the two men disappear round it.

Mrs. Mackay was then in the act of getting up from the left of the bridge. She was wounded, and was holding the lower part of her abdomen, where Walter saw were marks of blood. Together they started to walk down the path.

By the Magistrate: Mrs. Mackay told Walter that she had been stabbed and robbed of her money.

Mr. Whyte-Smith said he did not mention this because he was doubtful if it was admissible as evidence.

Mr. Lindsell said that although he knew that would be thrown out at the Sessions, he always liked to take down statements made by the deceased in such cases.

Continuing, Mr. Whyte-Smith said that after walking about 30 yards Mrs. Mackay fell down but got up again with the help of Walter and they went on for a short distance. She again fell, but pluckily got on her feet once more. They went on for another 100 yards or so, when the deceased collapsed and told Walter to go for assistance. She also handed her wrist watch to Walter. She evidently was afraid that she might lose it.

Walter, being a stranger to Hong Kong, did not know that he was very near to the Shaukiwan Police Station, and went all the way to Taikoo for assistance. The deceased was left propped up against a rock and when Walter returned with Mr. Davidson, Mrs. Mackay was already dead. She had two wounds in the left breast and one in the abdomen.

Dr. Cannon who made the *post-mortem* would say that the stabs on the left breast were both stopped by ribs, and that the wound in the abdomen was the fatal one.

Countryside Searched.

The police, said Mr. Whyte-Smith, immediately took up the investigation of the murder, and a large party made a search of all the country around that same night.

In a little used path leading off the motor road some 600 yards from the junction of Chai Wan Road and the Stanley-Shaukiwan motor road, a Chinese detective named Chung Hai found at 2 a.m., on Sunday, August 7th, two rolls of bank notes. These were lying on the ground half way down the path. One roll contained $15 in $5 notes, and the other $30 in $10 notes. He also found a single $1 note making $46 altogether. On some of these notes were blood stains.

On the previous day, said Mr. Whyte-Smith, Mrs. Mackay had received payment of $36.80 in $10, $5 and $1 notes, while the same day Mr. Mackay had given her $250 house money in $100, $10 and $5 notes. He (counsel) mentioned this fact to show that the deceased probably had with her at the time of the attack notes of the denomination of those picked up by the Chinese detective. Before going to Chai Wan, Mrs. Mackay was seen taking some notes out of her drawer, but how much it was no one knew. After the murder, only $50 was found in the drawer.

About 20 yards further down this coolie track, the same detective a little later, found a 5-cent credit coupon of the Wing On Company, of the kind issued by the Company during big sales to customers for every $1 worth of goods purchased. On this particular credit note were blood stains. These spots had been cut out by Dr. Minnet who would say that these bore traces of human blood.

It could be proved, that on August 5th Mrs. Mackay had bought goods at Wing On's to the value of $1.30, so that she would have been given a 5-cent credit note.

Forged Note as "Curio."

Continuing, Mr. Whyte-Smith said that some 15 yards further down the path, Inspector Lane found in the grass one half of a $1 bank-note, to which great importance was attached by the prosecution in view of the subsequent discoveries. It will be proved by a representative of the Hong Kong and Shanghai Bank that this note was a forgery, and Dr. Minnet will say that there were blood stains on it.

After inspecting the note, the Magistrate remarked that it appeared to have been cut and not torn.

Mr. Whyte-Smith agreed.

Continuing, Counsel said that it would be proved that Mrs. Mackay had been given two forged notes by a friend in payment for some music sheets which she had bought. This was done as a joke, and Mrs. Mackay was immediately afterwards told about it. She appeared to have taken a fancy to the notes and asked to be allowed to keep them, and she was permitted to do so. Later she was seen by a witness to be cutting the notes in two with a pair of scissors, presumably to prevent her from using them.

Walter, Mr. Whyte-Smith said, could not identify either of the men, but he was able to give information as to their clothing and height which would correspond with particulars about the two prisoners.

The taller man who had pushed Walter into the nullah, the prosecution say, would be referred to as the first accused, while second accused was the smaller man who had attacked Mrs. Mackay.

The police traced two likely men living in the vicinity of Shaukiwan East, who were well acquainted with the districts. Their search led them to a house in Kam Wah Street at the foot of the coolie track.

Division of Booty Alleged.

The police went there at 7 p.m., on August 7th and arrested the two accused in house No. 7, ground floor. Both accused had blood stains on their clothing. Each had three single dollars and 5 10-cent pieces in his possession. In addition, second accused had a 20-cent piece and two copper cents. He mentioned the fact that the men had almost an equal amount of money because the prosecution contend that this went to show that there had been a partial division of the booty on the coolie track where they must have been surprised or were scared by Walter running down to the motor road. The money which was picked up must have either been dropped by the men or thrown away by them in their haste to get away. It could be proved by the prosecution that at 9 p.m., on the night of August 6th the men were in a houseboat in Shaukiwan harbour, but they were not there at 7 p.m., at the time of the attack. When arrested in Kam Wah Street, the men were playing tinkau.

One of the 10-cent pieces found on the second accused was blood stained. On first accused, most important of all, was found the complemental half of the $1 note picked up by Inspector Lane. This also had blood marks.

A Curious Cut.

Second accused (the smaller man) had a curious cut on the side of his right hand. This might have caused some of the blood stains, but the position of the cut was very significant. It was just such a wound which one would expect to be made on the hand of a man stabbing with a small knife of the kind used by fishermen. When the knife struck a rib the hand would slip on to the blade and be cut in the fashion second accused's hand was cut.

Mr. Whyte-Smith reminded the Court that the taller man was the one who had pushed Walter and apparently he did not have a knife. Presumably the short man did strike Mrs. Mackay with a weapon, and that weapon must have been a short one.

Mr. Lindsell enquired what time the attack took place.

Counsel replied that they left Chaiwan at 7.15 as it was getting dark, and the attack must have occurred about 7.30 or 7.45. While it would then not be totally dark, it would be too dark for Walter to see the features of the men.

Mr. Whyte-Smith said that there was no need for him to say more except that the two accused were seen by witnesses always together for the last two months.

By the Magistrate: Mrs. Mackay's handbag was subsequently found. It was picked up on the road at the place where she first fell, some 30 yards from the place where she was attacked. In the handbag were both halves of the other forged $1 note which she had cut.

The Crown's case, Counsel concluded, was that after passing Mrs. Mackay and Walter, the two men determined to rob them and went back to carry out that determination, and during the attack one of them murdered Mrs. Mackay. The motive of the attack was robbery.

Magistrate: The common purpose was robbery. In the process one of them murdered her, therefore the other is equally guilty. Is that your contention?

Mr. Whyte-Smith: Yes, your Worship.

The case was at this stage adjourned until the afternoon.

Walter's Evidence.

At the afternoon hearing, Walter Eckert was called to the witness box. He said he was 14 years of age and had come down from Shanghai on July 22nd. Mrs. Mackay, the deceased lady was his aunt.

His evidence in chief corroborated the prosecution story, but in describing his fall into the nullah, he said that the bushes broke the fall and beyond a thump on the back of his head, he was not hurt at all. "As I fell, I just had a glimpse of the smaller man rushing at my aunt. My aunt struck back with her umbrella, and I think I also saw the smaller man strike at her too, but I could not say whether he had anything in his hand."

"I also heard my aunt say something in Chinese. A little time after, I got up and made my way back to the bridge and it was then that I saw the two men running away. My aunt was then sitting down on the side of the bridge and was pulling her shoes on with one hand. The other hand she pressed against her abdomen. Her hat and umbrella were on the ground, but my grip and hat were wrenched away from me when I was pushed into the nullah."

(*Continued on next Column.*)

"My aunt told me that 'they have stabbed me and taken all my money.' At the same time she lifted her dress to show me the wound. After that she bent forward a bit and, with her hand still on her stomach, got up and started up the hill. She walked a short distance, then fell down. I helped her up and she walked on a bit. When we arrived at the first corner, I saw my hat and the grip with my bathing suit hanging out. It was some time after that I discovered my towel was missing."

"My aunt again fell down and I helped her up once more. She struggled on for about 20 yards or so with her hand on my shoulder. Then she collapsed and handed me her hand-bag and asked me to see whether there was any money for me to go and get assistance. I found only one ten cent piece in it. After I had recovered my bathing suit she told me to wrap it around her. It was not long enough to make both ends meet, so she pressed it against her wounds with her hand. Before she collapsed she gave me her watch. I left her propped up against a rock on the right hand side of the road before I went for help. I went back to Taikoo and told my uncle, whom I found in the house with two friends. I returned to my aunt with Mr. Davidson, and found her dead.'

Walter also said that on August 13th, he went to the Central Police Station where he was shown two rows of Chinese. Clothings. He said he could not identify the men.

The case was adjourned.

KAIPING HOUSEHOLD COAL

Note Reduction in Prices.

In Lots of not less than ½-ton:—

Delivered to Peak District (above Bowen Road), $24.00 per ton.

Delivered to Bowen Road and Lower Levels, $22.00 per ton.

Delivered to Kowloon, $20.00 per ton.



Orders should be sent in writing not by telephone at least 24 hours, before the Coal is required.

All orders must be accompanied by Cash, Cheque, or Compradore Order payable to "The Kailan Mining Administration."

For Price Apply to

THE KAILAN MINING ADMINISTRATION

DODWELL & CO., LTD., Agents, Hong Kong.

"FOR HEAVEN'S SAKE."

HAROLD LLOYD AT THE QUEEN'S.

[BY OUR FILM CRITIC.]

"For Heaven's Sake," another of the revival pictures, is at the Queen's to-day. It is perhaps the best that Harold Lloyd has yet given us and a picture which one could see with equal enjoyment two or three times. You may remember the situations in "Safety Last," the film which established Lloyd firmly as a first class comedian. His hairbreadth escapes in scene after scene were almost too terrible to be amusing; one felt an absurd anxiety lest one of those amazing stunts should end in tragedy. But since those days Lloyd has very considerably refined his art, perils are turned into the channels of absurdity, and comedy flows into situations which make you hold your breath. Take for example the amazing ride in the omnibus in this picture, at one moment tragedy seems inevitable, the next laughter rocks the house. Not a moment of it is tedious or overdone.

There is no doubt that Harold Lloyd is a great comedian, there are, of course, people who find his horn rimmed spectacles as wearisome as Charlie's boots, but happily they are not many. To most of us the familiar make up, like Robey's eyebrows and Harry Tate's moustache, are but the signs of the pleasure we anticipate in the performance; they are well loved friends and we look on them as such. Lloyd with his ingenuous smile and his foolish goggles is as attractive as Keaton with his poetic melancholy, without these Lloyd and Keaton would be strangers who would have to win their place in our affections anew.

It you haven't seen this film you should do so; if you have, go again, it will make you forget all about threats of typhoons.

THE "PRESIDENT JEFFERSON."

PASSENGERS ON BOARD.

Among the passengers arriving on the *President Jefferson* yesterday from American and Northern ports were the following:—

Mr. P. Allan Lax *en route* to Manila. Mr. Lax is Oriental representative of the Simmons Co., bed manufacturers.

Mr. and Mrs. A. M. Elizalde and son returning to Manila, where Mr. Elizalde is connected with Ynchausti & Company.

Mr. Stewart F. Morley, of San Francisco, *en route* to Manila. Mr. Morley is representative of the Firestone Tire and Rubber Company.

Mr. J. T. Bootes of Cebu, P.I., *en route* to Manila. Mr. Bootes is connected with the Philippine Railway Company.

Mr. and Mrs. M. E. Cleland on their honeymoon to Manila. Mr. Clelend is assistant to the President of Pan Pacific Oil Company, Los Angeles, Calif.

Mr. A. Brostedt, representative of the Canadian National Railway, returning to Hong Kong from a business trip to Shanghai.

Miss B. A. Lynch, Dollar Steamship Line employee, *en route* to Manila on vacation.

Mr. G. T. Miller, *en route* to Manila. Mr. Miller is an engineer connected with the Manila Machinery and Supply Co.

Mr. S. Gattas, well known lace buyer, on a business trip to Hong Kong.

Mr. and Mrs. H. R. Merritt. Mr. Merritt is Far Eastern representative of the Goodrich Tire and Rubber Company.

YOUNG GENERAL TO ESTABLISH COLLEGE.

HOPES TO PRODUCE HONEST CIVIL OFFICIALS.

General Chang Hsiao Liang, commander of the third and fourth Fengtien army corps, is initiating the organisation of a Shutsaikuan, with the object of improving Chinese civil administration and readjusting official discipline. Graduates from the various universities will be enlisted in the institution for further studies, and after graduation, will be commissioned as magistrates or other civil officials in local districts.

The Young General will assume the chancellorship of the college, while Mr. Chu Kuang Shu, chief of the military law department of the headquarters of the third and fourth army divisions here, has been slated as dean in charge of the school affairs. Tuanku Hutung, west city, has been selected as the site of the institution. It is learned that as soon as all necessary preparations have been made, enlistment of the students will commence.

General Chang is said to have attributed the corruption in government circles to the lack of properly-educated civil officials, and considers the institution in question as a necessity.

HEALTH OF THE COLONY.

FEWER ENTERIC CASES.

Last week there was only one death from enteric fever, but six fresh cases were reported. They were British (2), Portuguese (1), Chinese (3). There were also one fatality from diphtheria (Chinese), one case of puerperal fever and one death from influenza.

On Monday two Chinese cases of puerperal were reported.

TEN MILLION DOLLARS!

PEREMPTORY DEMAND ON CANTON MERCHANTS.

CHAMBER OF COMMERCE COMMITTEE VIRTUAL PRISONERS.

"REDS" AGAIN ACTIVE IN DISTRICTS.

[FROM OUR CHINESE CORRESPONDENT.]

A high handed course has been taken with the Canton merchants. On Monday night, at about 10 p.m., Mr. Koo Ying Fun, chief of the Financial Department of the Canton Government, who also holds the post of Minister of Finance to the Nanking Government, Mr. Li Luk Chiu, chief of the Canton Industrial Department, and Mr. Tang Yin Wah, head of the Public Safety Department, went to the General Chamber of Commerce where the Committee was holding a meeting. It is not clear whether the meeting was a routine one or whether the Government had warned the members to assemble. Mr. Koo said that he must present a request that the Chamber raise from its members $10,000,000 towards the military expenses of the Nanking Government. A limit of five days would be given and the money would have to be paid in at the rate of $2,000,000 a day.

After a short consultation the Chairman of the Committee replied that it was impossible to raise so large a sum at such short notice. They would call a meeting for the 30th (yesterday) and would give their reply at once. He emphasised that there was at present a great deal of depression in the business world, and that extremely heavy burdens had been placed on the merchant community. The spokesman of the Chamber went on to point out the great difficulty the merchants had had in raising the sum required to pay off the unemployed strikers. That had been only a matter of a million and a half dollars; yet so tight was money that barely one million had been collected.

Mr. Koo replied that the decision to raise this money was taken by the Political Commission of the Nanking Government at the request of the Military Headquarters. It was not being done by the local Financial Department. He was very sorry but the money would have to be paid, and resistance would be met with force.

It was then found that the building had been surrounded by a strong detachment of armed police—for the protection of both the delegates and the committee! The committee were, however, informed that they would not be permitted to leave the building until they had given the required guarantee binding the merchants to pay the money. Yesterday morning they were still holding out, but had sent an urgent message to the members of the committee still at large asking them to call a meeting of members immediately. This was done, but the meeting was still in progress late last night and so far the result of their deliberations is not known. There is a good deal of mystery attached to the whole affair. Koo Ying Fun and his two colleagues are all ardent supporters of Chiang Kai Shek (who is probably still at Ningpo, in spite of reports to the contrary) and it is thought that the money may be used on his behalf. It is also believed that General Li Tsai Hsin was ignorant of the whole affair.

THE MILITARY POSITION ON THE BORDER.

The military situation on the Northern and Eastern borders of Kwangtung is again causing anxiety. The local authorities at Kaifung have telegraphed Canton that Communist agitators are busy throughout the district. They are making great progress with the peasants and have raised a force of some 5,000 men with which they hope to effect a *coup d'etat* at Kaifung. Government troops have been sent against the rebels.

Further to the North the "Red" leaders, Generals Yeh Ting and Ho Lung, are again active and reports state that Ping Yuen on the Kiangsi-Kwangtung border has been occupied. The invading force is put at about 10,000 men, and the Canton Government is sending strong reinforcements to meet this menace. The "Reds" are also busy in the southern part of the province. Taking advantage of the fact that a large part of the 7th Army Corps, formerly at Luchow and Kochow have been moved to the North, agitators have been busy stirring up bandits and semi-bandit hordes of peasants. Many of the gentry of those parts have had their houses plundered and have sent urgent wires to Kao-Lu for military protection.

General Li Fuk Lin has proclaimed martial law in Honam in consequence of recent bomb outrages. He has ordered the troops to cooperate with the recognised bands of peasant volunteers for the purpose of maintaining safety and order.

WHAT THE ROOM BOY FOUND.

$34 BEHIND A CHEST OF DRAWERS.

For the larceny by finding of $34, the property of Lieut. H. B. Hilbeck, R.N., who was a patient at the Royal Naval Hospital, a room boy was sent to prison for two months' hard labour by Mr. R. E. Lindsell.

Lieut. Hilbeck stated that while looking for his tobacco pouch on Sunday night he pulled out $34 in notes from his trousers pocket. The notes dropped behind the chest of drawers. As it was late at night he did not move the furniture for fear of disturbing other patients. The next morning he took his discharge from the hospital, and forgot about his loss until some hours later. Investigations were made and later witness identified the room boy in question at No. 2 Police Station, Wanchai.

An Indian Police Sergeant, in charge of the guards at the Naval Hospital searched all the room boys and eventually found the missing money concealed in the defendant's right sock.

A CHINESE FAGIN.

FIVE CENTS FOR SWEETS AND A COMMISSION.

For bribing a boy to steal, an elderly Chinese was sent to prison for four months' hard labour by Mr. W. Schofield, at the Kowloon Magistracy yesterday.

The defendant was charged with the larceny of two catties of Chinese medicine from No. 76, Reclamation Street.

Inspector Marks, who prosecuted, said that the defendant had brought two small boys from Hong Kong, and on arriving in Yaumati had given one of them five cents to buy sweets, telling the youngster that if he stole a basket of medicine which was outside the premises in question, he would be given more money.

The boy committed the theft, handing the medicine to the man. The old and young culprits, however, were caught, and as a result appeared in Court.

The man was sent to prison, and His Worship ordered that the boy receive eight strokes of the birch, as he had had a previous conviction for theft.

RESTIVE "LEUNG KWONG" SPIRITS.

CALLING FOR MORE VICTIMS.

A SAGE ON CHINESE BELIEFS.

[BY C.L.C.]

No matter how long a European has been resident in China, he will never learn anything like all there is to know even of the Chinese in one district, their ways and their beliefs. The strang and varied layers of superstition which form the basis of the Chinese religion, are utterly unknown to the average Europeans.

On Saturday when we published two Chinese explanations of the sinking of the steam launch *Kwong Lee* at Lan Tao one old seafarer laid the blame on the unoffending Buddhist nuns, saying that they would bring "bad joss" to any vessel. Another made insinuations with regard to "clean money" or what was in the minds of the nuns when they accepted their modest fees for ministering to the spirits of the drowned.

Further explanation of the sinking of the *Kwong Lee* was going the round of the Chinese community yesterday. The *Kwong Lee*, it may be remembered, went aground and subsequently sank at Lan Tao, and it will also be remembered that the s.s. *Leung Kwong* sank near that vicinity following a collision with the *Moonshine* about three months ago. This is merely a coincidence, but the Chinese do not call it so.

They attribute the sinking of the *Kwong Lee* to the work of the spirits of those who were drowned when the s.s. *Leung Kwong* sank, and the prophecy was made that until the spirits are well appeased and their tablets put up in their respective homes, or in some temple, in the case of the homeless ones, more vessels will be wrecked in that spot.

It was argued by a Chinese wiseacre yesterday that those who were drowned in the *Leung Kwong* disaster were imprisoned by the grilles. They had no chance to save themselves. The result was they died a "forced death." "And who would like to lie still in death and not revenge so sudden and terrible an end?"

It was suggested to the "sage" that this would be very useless revenge and in the nature of malicious persecution. "Why should innocent persons be made to suffer for the fault of others?"

He replied that the spirits must take their toll, and the quicker each one contributes his quota of lives to the powers of the nether world, the better chance he gets to be re-born."

Pointing his index finger heavenward, the learned one said "Lan Tao is full of devils now, and it behoves all good Chinese to get together in a body to make immense offerings to the devils there." It was indeed very hard to understand why he should have pointed at the sky when he spoke of "devils," and when he was asked to explain this, he said the devils also possess the power to work good or ill on the people, and therefore they should be as much respected as the gods.

He went into a long account of cases he had known where devils played havoc with a rich family and finally reduced them to such a state that they were no better than street beggars. "Why take the case of Lin Yin, the murdered sing-song at Shanghai." [In passing, it may be mentioned that Lin Yin was famed throughout Shanghai for her entertaining ability. She was the prima donna of the sing-song girls. She was murdered in 1921 by one of her admirers for her jewellery. The man was finally traced to Hsuchowfu and there arrested. He was ordered to be shot by the International Mixed Court.]

Her murderer got safely away, this gentleman informed me, and it was not the sleuths of Shanghai justice who ran him down to earth. It was the spirit of Lin Yin, that brought him to his doom. "You can escape the gods, but the spirit of one you wrong, you can never escape," he concluded.

The old pedant was asked if he had ever heard of "retribution," for wrong doing. He replied that it had nothing to do with the gods. "It is brought about by the spirits. The worst spirits you could encounter are those of women who died during child-birth and those who have committed suicide by hanging."

LOCAL SHAREBROKER AND HIS CLIENT.

CLAIM FOR $33,000 CONTINUED IN SUPREME COURT.

PLAINTIFF'S "ROTTEN SYSTEM OF BOOK-KEEPING."

SEVERE CROSS-EXAMINATION BY MR. JENKIN.

The share case in which Mr. M. A. Razack, a local sharebroker, claims $33,818.98 in respect of dealings in Tramway, Green Island, Dock, Land and other shares prior to the crisis in the share-market in June, 1925, was continued before the acting Chief Justice (Mr. Justice J. R. Wood) at the Supreme Court yesterday. The claim is made against Mr. P. N. Cooper, a merchant of No. 1a, D'Aguilar Street.

Mr. C. G. Alabaster, K.C. (instructed by Mr. J. M. Remedios, of Messrs. D'Almada and Nephew), appears for the plaintiff, and Mr. F. C. Jenkin (instructed by Mr. D. McCallum) is for the defendant.

Most of yesterday, plaintiff was in the witness-box being cross-examined by Mr. Jenkin. He was closely questioned with regard to the system of accounts in his office, and following an admission that there was no record in the books of certain payments made by Mr. P. N. Cooper, plaintiff expressed agreement with Mr. Jenkin that "it was a rotten system of accounting."

Plaintiff's Cross-examination Continued.

Mr. Jenkin reminded plaintiff that they were considering the balance outstanding of $1,730.08 which plaintiff stated became a balance due on May 21st, 1925.

Plaintiff said he recollected, adding that he had handed in certain books.

Mr. Jenkin: On June 23rd when you got in a heat and decided to sue Mr. Cooper for the balance due on April Settlement, it was in the "Bad and Doubtful Debts" book that you looked for the balance you alleged to be due of $7,932?

Witness consulted several books, alleging that the item also appeared in the Redemption book after certain calculations had been made as to payments.

Counsel put it to plaintiff that when he got angry with Mr. Cooper and told his (witness's) brother that he was going to sue Cooper on the balance of the April account it would be in the "Bad and Doubtful Debts" book alone that he would look for the figures.

Witness referred to the other book, but eventually agreed that the "Bad and Doubtful Debts" book could be the only one referred to.

Mr. Jenkin: That account also shews $1,730.08 due in connection with a Dock transaction (your second claim). How is it that although you were in a rage with Mr. Cooper on June 23rd and had made up your mind to sue him for every outstanding indebtedness of his to you that you did not at that time include this amount of $1,730 which now appears in your claim?

Witness: If I had remembered about the Docks, I would have included them in the claim at the beginning.

Mr. Jenkin: I put it to you that the reason was that this amount was not due.

"Not Here To Tell Lies."

Witness: It was due. I am not here to tell lies but to tell all I know and all I remember. At the time I had forgotten it.

Mr. Jenkin: When Mr. Cooper, through his solicitors, denied he owed you anything in regard to the Tramway shares, which to your mind meant repudiation of an action which was taken on express instructions on his behalf, you got even angrier with him.

Witness: I was very annoyed.

Mr. Jenkin: You were in a towering rage?

Witness: I was very annoyed. Mr. Cooper did not behave like a gentleman. He took advantage of the situation because he had not signed the contract.

Mr. Jenkin: And, in spite of your feelings being so roused, you still forgot in making out your claim, the amount of $1,730.

Witness: Yes.

Counsel referred to various corrections which had been made in one of the books and asked in whose writing they were.

Witness replied that they were in the handwriting of Mr. Loureiro, an accountant (now deceased) whom he employed to get out a statement of witness's affairs.

Brother Kept the Books.

Witness also said that he was ignorant so far as accounts were concerned. His brother had kept the books, the accountant acting on his instructions.

Witness admitted that there was no record in the books of payments of $4,000 and $1,000 by Mr. Cooper. There had been a record in the counterfoil receipt book but this book had been handed to Mr. Arculli (witness's solicitor) and had been lost in the process of moving from one office to the other.

Asked how he knew the book had been lost in this way, witness said that a clerk in the employ of Mr. Arculli told him.

Mr. Jenkin: It is certainly curious.

Witness: It may be.

Mr. Jenkin: There is no other record? It is curious, is it not? It is a rotten system of accounting, isn't it? You agree with me?—Yes, I agree.

Referring to another amount paid by Mr. Cooper, Counsel told witness in the books it was marked in red pencil and that no balance was put down as outstanding. With regard to all other such items in the book the amount was put down in the ordinary way—so much received and so much outstanding.

Counsel suggested that the reason why this account was not in in the ordinary way was because it was put in lately.

Witness: No, no, Mr. Jenkin, Nothing of the kind.

Mr. Jenkin: Our case is that $27,000 was taken for quick settlement, and I suggest that that is consistent with no balance being shown as outstanding. I think you will agree with me when I say that the account shown in the book is unique, and stands out as different to all the others?

Mr. Razack said he did not agree, and Mr. Jenkin asked him to point out a similar account. Mr. Razack did not answer, and then said in answer to a further question that he did not know, as his brother kept the books.

In connection with an item of $430, Mr. Jenkin suggested that plaintiff had been endeavouring to account for the difference by calculating brokerage and stamp duty and that he had failed to account for it. Mr. Razack agreed that he had tried to account for the sum by brokerage and stamp duty.

Mr. Jenkin: I put it to you that you were boosting the figures and trying to get them up to $430. Two weeks ago you had no explanation at all, and now you come into Court and say that you told your brother to waive the $430.

Witness admitted telling his brother that.

THE "TRAM" DEAL.

In the afternoon, Mr. Jenkin continued his cross-examination.

The earlier part of the afternoon was confined to questions with regard to certain technical points concerning the local stock exchange regulations on share transactions, particularly as applying to the transactions in the present case.

Mr. Jenkin referred to correspondence, and spoke of a letter of June 22nd written to Mr. Cooper by Mr. el Arculli, the solicitor for Mr. Razack, and which made a claim on Mr. Cooper for $21,538 in respect of the tram deal.

Plaintiff admitted this, and said that an answer was sent to Mr. el Arculli on June 23rd, in which Mr. Cooper categorically denied the claim, which concerned 3,000 trams.

Mr. Jenkin asked why plaintiff did not give Mr. el Arculli any instructions to reply, and commented that it was rather strange.

Plaintiff replied that Mr. el Arculli had said it would be better to wait.

Another letter was written by Mr. el Arculli in June with regard to an April settlement for $7,000. This letter said that legal proceedings would be taken against Mr. Cooper without further notice, unless the amount due was paid within a week.

Plaintiff agreed that this letter was sent to Mr. Cooper.

Mr. Jenkin: I put it to you that it is a very remarkable thing that you get a letter from Mr. Cooper denying all liability for over $21,000, and yet you give instructions to your solicitor to write and demand payment in respect of a much smaller item, $7,000?

Plaintiff said that Mr. el Arculli said they need not reply about the $21,000.

Plaintiff, went on to explain the methods of the local Stock Exchange over local transactions, and how shares could be borrowed from undisclosed principals, and also spoke of carrying them forward, as affecting both purchaser and seller.

Two other witnesses were called one clerk in Mr. Razack's office, and the other an assistant in the office at the time in question in this case.

They gave evidence in support of plaintiff's evidence with regard to the tramway share deal and the instructions alleged to have been given by Mr. Cooper.

The case was then adjourned until this morning, it being intimated that there were two more witnesses to call in connection with the plaintiff's case.

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THE SEVENTH YEARLY DRAWING OF 20 DEBENTURES (1920 ISSUE—$500 EACH) of the HONG KONG CLUB, Payable on FRIDAY, the 30TH SEPTEMBER, 1927, will be held in the CLUB HOUSE, at 11 O'CLOCK A.M., on THURSDAY, the 8TH SEPTEMBER, 1927.

Bearers of Debentures are invited to attend the Drawing.

By Order,
A. H. ABBAS,
Acting Secretary.
Hong Kong, 27th Aug., 1927. [5263

HONG KONG CLUB.

NOTICE.

IN Terms of Debenture Conditions Nos. 12, 13 and 14, NOTICE IS HEREBY GIVEN that the DRAWING OF 20 ADDITIONAL DEBENTURES (1920 ISSUE—$500 EACH) of the HONG KONG CLUB, Payable on SATURDAY, the 31ST MARCH, 1928, will be held in the CLUB HOUSE, at 11 O'CLOCK A.M., on THURSDAY, the 8TH SEPTEMBER, 1927, immediately after the SEVENTH YEARLY DRAWING OF 20 DEBENTURES.

Bearers of Debentures are invited to attend the Drawing.

By Order,
A. H. ABBAS,
Acting Secretary.
Hong Kong, 27th Aug., 1927. [5264

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The Auctioneers,
No. 8, DUDDELL STREET.
Hong Kong, 19th Aug., 1927. [5233

INTIMATIONS.

HONG KONG FOOTBALL LEAGUE.

APPLICATIONS for Admission to the above League must reach the Undersigned on or before the 31ST AUGUST accompanied by the Entrance Fee of TWENTY DOLLARS. No Club can be admitted to the League unless affiliated to the HONG KONG FOOTBALL ASSOCIATION.

W. E. HOLLANDS,
Hon. Secretary.
P.O. Box 233. [5207

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APPLICATIONS for Affiliation to the above Association must reach the Undersigned by the 31ST accompanied by the Necessary Fee of TWO DOLLARS. Newly affiliating Clubs ONE DOLLAR Entrance Fee Extra.

W. E. HOLLANDS,
Hon. Secretary.
P.O. Box 233.

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The Daily Press.

HONG KONG, AUGUST 31ST, 1927

BRITISH TRADE UNIONS AND THE REDS.

WE are glad to observe that the National Seamen's Union at a delegate Conference in London delivered a shrewd blow at the "Reds" within their own Union, and also generally against extremists in other places. The Conference was called to discuss a decision of the Executive to lend £10,000 free of interest to the new organisation in the coalfields, the Miners' Non-Political Union founded by Mr. GEORGE SPENCER, M.P., the Notts Labour leader, who broke with the Miners' Federation for launching the national strike last year. The Seamen's Union Conference was marked by unusual scenes which have aroused an extraordinary amount of interest and comment in England.

The action of the Executive in proposing the loan of £10,000 led to something in the nature of a revolt among some of the officials. They addressed meetings in opposition to the President, Mr. HAVELOCK WILSON, and his supporters. As is well known, Mr. WILSON has been a consistent opponent of strikes because he believes that in the long run it is the workers who suffer most from industrial strife. He has also kept the Seamen's Union clear of political entanglements. In this matter the General Secretary, Mr. W. J. DAVIES, is one of those in opposition to the President, and when the Conference began he walked out of the building. His idea was to split the delegates into two sections, and he hoped that the majority would follow his lead. Instead of this, on his departure all the doors were locked and guarded, the proposed loan was sanctioned with only three dissentients, and Mr. DAVIES and two other prominent officials were suspended from office.

To some this might seem only an incident in the domestic affairs of a particular trade union. But to imagine that that is all that is involved would be a profound mistake. The Seamen's Union, like every other organised body of Labour in Great Britain, has for years past been penetrated by the Reds, such penetration being strongly recommended by Moscow as the surest way of obtaining control and of using the unions to further revolutionary aims. It is a method which in practice has enabled the extremists to capture official positions and dictate policy. In the Seamen's Union, it is understood, a great deal was known of the "hidden hand" of the Communists who had no suspicion how closely they were being watched. The dodges employed to ensure the election of "suitable" delegates, the distribution of revolutionary literature at the ports, the wilfull misrepresentation of facts to suit themselves—all this and more, was known. Of course, the Reds are known also in other unions, but the other unions do nothing, being apparently afraid of their wire-pullers.

This loan without interest to a union which has cut politics out of its programme is a significant indication of the trend of thought in trade union circles. It is quite impossible for anyone in the Labour Party in Britain to deny that there is a revolt among the rank and file of trade unionists against the exploitation for political ends of what was originally a purely economic movement designed to aid working men belonging to the unions. The fact has been demonstrated in a dramatic fashion that a great body like the Seamen's Union has approved of Mr. GEORGE SPENCER'S attempt to get trade unionism back to its original and proper function and to ignore politics. The action taken is likely to have far-reaching effects. There is reason for saying that it may be followed by other unions in the near future, with good consequences to themselves, and the maintenance of a right spirit in industry.

To-day is the anniversary of the official end of the Great War, 1921.

The Full Court will sit this morning, when reference will be made to the death of Mr. G. R. Haywood.

Probate of the will of Kwong Tak Seung has been granted to his wife, Chan Shi Ah Ng, to whom is left property at 50, Sai Street, Hong Kong, valued at $20,000.

Applications close to-day, to Mr. W. E. Hollands, Hon. Secretary, for admission to the Hong Kong Football League and affiliation to the Hong Kong Football Association.

The annual general meeting of the Hong Kong Hockey Club is to be held on Monday next, in the Lecture Room, Volunteer Headquarters, at 5.30 p.m.

In commemoration of the birthday of Her Majesty Queen Wilhelmina, the Netherlands Consul will be "at home" at the Netherlands Consulate-General Chancery to-day from 11.30 a.m. to 1 p.m.

Mr. P. P. J. Wodehouse, and Mrs. Wodehouse are proceeding to Singapore per P. & O. s.s. *Mooro* on September 3rd. They are returning to Hong Kong per P. & O. s.s. *Nyanza*, which is due here about September 21st.

Another social gathering, to which a special invitation is extended to Service men, is to be held after Evensong, at St. John's Cathedral Hall next Sunday evening. There will, as usual, be music and light refreshments.

The death of five ducks, due to over-crowding of two crates, led to fines of $7 being imposed, by Mr. W. Schofield at the Kowloon Magistracy yesterday morning, on two Chinese farmers of Cheung Kwan O, who had brought eighteen ducks and chickens from Taipo to Yaumati. The defendants were arrested by Mr. P. J. O'Brien, Inspector of the S.P.C.A., on arrival at the Yaumati Railway Station. In the two crates were altogether 22 fowls, five of the ducks being dead. According to Sub.-Inspector Dick, the fowls were so over-crowded that even three crates of that size used would have been insufficient.

Captain Kenneth G. Castleman who arrived in Shanghai with Mrs. Castleman on the steamer *President Garfield* is to be Chief of Staff of the American Asiatic Fleet, under Admiral Bristol, who is expected to arrive shortly. The new Chief of Staff is widely known in American Naval circles and is a veteran of the Great War. Other American Naval officers arriving on the *President Garfield* included Commander Frank H. Lash and family, Commander Penn C. Carrol and family from San Francisco, Lieut.-Comdr. C. J. Wheeler, and Lieut.-Comdr. A. H. Addoms also from San Francisco. Comdr. Lash will join Admiral Bristol's staff and the others will be attached to the U.S.S. *Pittsburgh*.

A CAR IN THE HARBOUR.

TRAPPED BY HOOD AND SIDE SCREENS.

Very early yesterday morning, at 1.15 a.m., to be exact, a public motor car skidded near Blake Pier, and ran into the harbour, taking with it the Chinese driver, and two Chinese passengers, one of whom only just escaped drowning.

A passenger had been dropped by Blake Pier, and the other two wanted to go in the direction of Wanchai. The rear wheels skidded as the car started towards the Star Ferry wharf, and dropped over the Praya wall, the rest of the car following.

The car was entirely under water, with the hood up and side screens drawn at the rear, as it was a wet night. The driver managed to get out over his door, but the two passengers had some difficulty in opening theirs. One of them was able to swim, but the other man had to be rescued by the coxswain of a motor-boat, who dived overboard for him. The other men had caught hold of lifebuoys thrown to them and got ashore safely.

The car, which was raised by means of a junk and crane yesterday morning, has been much damaged by the water.

YESTERDAY'S TYPHOON SCARE.

STORM PASSES NEAR GAP ROCK.

ALL PREPARATIONS TAKEN.

There was much speculation in the Colony yesterday morning as to whether we were in for another typhoon "blow." The local No. 1 signal was hoisted and there was a good deal of apprehension as the day wore on, which seemed to be justified when No. 4 went up just after tiffin. There was then a strong gusty wind chasing "white horses" across the harbour.

The typhoon which was hovering outside the harbour passed us by, and the typhoon was neither very intense nor covering a wide area.

On enquiry we were told that it formed yesterday morning near Pratas Island, and coming towards Hong Kong, it passed near Gap Rock at three o'clock.

Before that time the wind in the harbour had reached its full force, sending the sampans and junks scurrying for refuge, and tossing about motor boats and launches, but doing no real damage.

Some apprehension was felt on receipt of the morning report from the Royal Observatory "Typhoon of unknown intensity within 60 miles of Lat. 21 N., Long. 116 E., direction unknown," as it approximated nearly to the location and speed of the famous typhoon of 1906.

The local No. 1 signal was hoisted at 9.17 a.m.

At 2.25 p.m. No. 4 direction signal was hoisted, and the typhoon report remained the same, except that it was stated that the direction was West and that an Easterly gale could be expected during the night. By 4 p.m. the Longitude had altered to 115 E., and it was found that the typhoon had passed by.

Precautions Taken.

By 2 p.m. yesterday there was quite a heavy sea in the harbour, and sampans and junks not in typhoon shelters proceeded slowly against a strong wind to their refuges. Some of the smaller craft had a stiff fight, but so far as is known none capsized. Motor boats and launches were twisting and turning, but did not cease running, although they were swept by the spray, and the harbour ferries also had a rough time.

During the afternoon junks were towed into safety by the Government rescue tug, *Kau Sing*, the junk people, being unable to manœuvre their craft with safety.

Between three and four o'clock the river steamer at the wharves, including the *Kinshan*, which had come down from Canton made for shelter behind Stonecutters Island.

With the passing of the typhoon, however, the steamers sheltering were able to return to their wharves, and sea-going ships that had left wharves also went back again.

No sailings, so far as is known, were effected.

We can congratulate ourselves on a lucky miss. If the typhoon had come here, it would have spoilt the repair work already carried out on property damaged during the recent "blow."

There was a fairly heavy downfall of rain throughout the day with the usual flooding of sports fields.

WEATHER REPORT.
Improving Later.

The weather report, forecast and remarks issued by the Royal Observatory at 5.50 p.m. stated:—

The typhoon near Naha appears to be nearly stationary.

The Pratas typhoon passed between Gap Rock and Hong Kong at about 4 p.m. on a N.W. or W.N.W. course. It was of small diameter and feeble intensity.

Local forecast:—S.E. winds moderate, overcast, with rain at first, improving later.

30th, 5 p.m.—Cyclone or typhoon E. of Naha, moving N.N.E.

30th, 5 p.m.—Typhoon in about 114deg. Long. E. and 21deg. Lat. N., direction unknown.

COLONY'S BUDGET.

AMOUNT REQUIRED FOR NEXT YEAR.

EXPENDITURE ESTIMATED AT $17,450,103.

THREE LAKHS LESS THAN THE ESTIMATES FOR 1927.

The Colony's Budget is being introduced much earlier than usual this year. Last year the estimates of revenue and expenditure were considered by the Legislative Council on October 15th. The estimates for 1928 will be submitted to the Council by the Colonial Secretary at the meeting called for to-morrow (Thursday) afternoon.

Provision was made for an expenditure of $17,741,543 in 1927. At to-morrow's meeting the Colonial Secretary will move the first reading of a Bill asking for $17,450,103. The items of expenditure are as follows:—

H.E. the Governor	$ 101,328
Cadet Service	325,606
Senior Clerical and Accounting Staff	167,573
Junior Clerical Service	621,867
Colonial Secretary's Office and Legislature	47,955
Secretariat for Chinese Affairs	11,947
Treasury	8,978
Audit Department	45,098
District Office, North	23,076
District Office, South	11,144
Post Office	274,320
Imports and Exports Office	805,170
Harbour Department	899,547
Royal Observatory	36,556
Fire Brigade	217,924
Supreme Court	148,350
Attorney-General	33,798
Crown Solicitor's Office	39,855
Official Receiver	9,871
Land Office	26,677
Magistracy, Hong Kong	2,950
Magistracy, Kowloon	2,056
Police Force	2,012,117
Prisons Department	528,591
Medical Department	861,058
Sanitary Department	645,425
Botanical and Forestry Department	100,158
Education Department	1,229,013
Public Works Department	1,464,258
Public Works, Recurrent	1,610,150
Public Works, Extraordinary	2,467,164
Kowloon-Canton Railway	720,598
Volunteer Defence Corps	97,400
Miscellaneous Services	924,404
Charitable Services	94,624
Pensions	833,979
Total	$17,450,103

The Colonial Secretary will also introduce the Bill at to-morrow's meeting for the authorisation of the loan of $5,000,000 for carrying out certain public Works.

DOG-SHOOTING ON THE PEAK.

QUESTIONS IN LEGISLATIVE COUNCIL.

GOVERNMENT ENQUIRY ASKED FOR.

At the meeting of the Legislative Council to-morrow afternoon, the Hon. Mr. D. G. M. Bernard will ask the following questions:—

Will the Government cause an enquiry to be held into

(a) the circumstances connected with the shooting of dogs at Jardine's Corner, Peak, on Saturday afternoon and Sunday morning, the 23rd and 24th July, having due regard to the people using the roads and the necessity or otherwise of such drastic action;

(b) the method of enforcing the muzzling regulations and make recommendations for the future?

BILL FOR BRITAIN.

FOR CUTTING HANGCHOW LINE.

The exact figures have been calculated by the Shanghai-Nanking-Hangchow Railway Administration in connection with the losses sustained by the railway as a consequence of the cutting of the Shanghai-Hangchow line at the Jessfield station by the British Forces.

The acting Traffic Manager's report on the losses reads briefly as follows.

1.—Earnings for August 17	$ 540
2.—Earnings for August 18	3,576
3.—Losses from rolling stocks detained at the North Station and the Markham Road Station	573
Total	$4,689

The Engineer-in-Chief has also submitted a report to the Managing-Director Mr. H. S. Lee that a sum of $10.13 has been spent for the repair works on the Jessfield line. The above figures have been filed for a demand of indemnity to be paid by the British.—*Kwo Wen.*

MORE NORTHERN ATTEMPTS TO CROSS THE YANGTSZE.

NANKING CLAIMS BIG VICTORY ON SOUTH BANK.

SOUTHERN CRUISERS BLOCKADING RIVER.

NORTHERN GENERAL HELD RESPONSIBLE FOR JEOPARDISING ARMY.

The struggle on the Yangtsze appears to be continuing more or less vigorously. A large number of Northern troops has reached the south bank from Pukow on the opposite side, but the reports regarding their fate are conflicting. One report claims that the Northerners entrenched themselves effectually, while another states that the Southerners inflicted a severe defeat upon the invaders at a point on the south bank near Nanking. The Southerners are attempting to blockade the river in the vicinity of Pukow, Nanking and Chinkiang, and the tempting offer of $50 is made to any Southern soldier who voluntarily offers to join in a projected attack on the north bank. Some of them, however, have decided to desert and join the bandits.

The Nationalist Government have officially announced that "in view of the existing circumstances" they have decided temporarily to postpone the enforcement of the Customs surtaxes.

Evidently the Northern Generalissimo on the banks of the Yangtsze is not altogether pleased with the manner in which the Northern campaign has been conducted, at least so far as one of his generals is concerned. The vernacular newspapers appear to think that General Sun is anxious to decapitate this luckless individual.

THE SURTAXES.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, August 30th.

From Nanking it is officially announced that the Nationalist Government have decided, in "view of the existing circumstances temporarily to postpone the enforcement of the surtaxes."

It is understood that the Nanking Foreign Minister is sending a despatch to the Peking Diplomatic Body in the foregoing sense.

NORTHERNERS CROSSING THE YANGTSZE.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, August 30th.

The Northerners in re-attempting to cross the river from the south bank, about 1,500, so far, have succeeded in getting over.

THE STRUGGLE ON THE RIVER.

(*Wah Tsz Yat Pao.*)

SHANGHAI, August 30th.

On the morning of the 28th inst Sun Chuan Fang's troops again attempted to cross the Yangtsze but were intercepted by two Southern cruisers plying in the middle stream below Nanking. On the same night they made another attempt to drive towards the southern bank and finally succeeded in occupying Lungten, below Nanking. The next morning they also succeeded in taking many more strategic points. Firing by both sides is still continuing near Lungten. It has caused considerable damage to the Shanghai-Nanking Railway.

General Sun is now at Chuchow, north of Pukow, to direct another drive across the Yangtsze.

The Fengtienese representative to Shansi, Mr. Tong Jai Lieh, has returned to Peking to report the result of his mission. He said that General Yen Shih Shan was unwilling to comply with General Chang Tsung Chang's request to take down the Kuomintang flags in Shansi and to mobilise against Feng Yu Hsiang. General Yen emphasised that these matters must be submitted to the decision of the Shansi people. Therefore, he could not be expected to reply hastily.

General Chang Tsung Chang has requested Marshal Chang Tso Lin to take drastic action against General Yen.

It is reported that General Tang Seng Chi has been at Nanking since the 29th inst.

SOUTHERN DESERTERS JOIN BANDITS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, August 30th.

A telegram from Chinkiang states that only about 1,000 Southerners remain in Chinkiang. 300 others are reported to have deserted into the countryside to join bandits.

TEMPTING OFFER TO SOUTHERN SOLDIERS.

(*Wah Tsz Yat Pao.*)

SHANGHAI, August 30th.

General Pei Chung Hsi offers a reward of $50 to each soldier who voluntarily enlists to cross the Yangtsze northwards.

In order to prevent further successes by the Northerners, General Pei has ordered that the Yangtsze River shall be temporarily blockaded, the order being effective from the 29th inst. Six cruisers are already on the scene preventing all merchant ships and even small junks to assume their movements.

General Tan Yan Kai and Sun Fo (of Hankow) have held a series of conferences with the Nanking leaders, Ho Ying Chien, Li Chung Jen and others, which appear to have resulted in complete harmony with regard to co-operation between Nanking and Hankow.

General Tan Yan Kai has wired to Mr. Wang Ching Wei (Hankow leader) and General Tang Seng Chi to send the Hankow troops to Northern Anhui in order to intercept the Northerners, who are still pressing on Nanking and Southern Kiangsu.

The latest report from Shanghai affirms that the Northern troops engaging with the Southerners at or near Lungten were completely disarmed. Fully 6,000 Northern troops were captured, 600 of whom were sent as prisoners to Shanghai from Chinkiang yesterday.

General Tuen Shing Chek, Sun Chuan Fang's subordinate, who is responsible for the Northern troops crossing the Yangtsze, has been detained by Sun Chuan Fang, on the allegation that he imperilled the whole army in his recent campaign on the southern bank of the Yangtsze. He is expected to be executed.

JAPAN'S TROOPS.

TO BE WITHDRAWN SOON FROM SHANTUNG.

[THROUGH REUTER'S AGENCY.]

TOKYO, August 29th.

The Premier announced at a Privy Council meeting that it had been decided to withdraw the Japanese troops from Shantung in the immediate future.

Baron Tanaka is having an audience with the Emperor to-morrow, it is believed for the purpose of obtaining Imperial sanction for the withdrawal.

SOVIET AGENT EXPELLED.

FRENCH AUTHORITIES' SMART ACTION.

[THROUGH HAVAS AGENCY.]

PARIS, August 30th.

The papers announce that Froune, the Paris Correspondent of the Soviet News Agency Tass, has been expelled from France because he sent to Moscow telegrams which put the recent Communist disturbances in quite an incorrect light.

The authorities intend to take similar measures towards any foreign journalist who acts in a similar manner.

LEAGUE OF NATIONS.

LORD ONSLOW'S NEW TASK.

[THROUGH REUTER'S AGENCY.]

LONDON, August 30th.

Sir Austen Chamberlain has gone to Geneva to attend a meeting of the Council Assembly of the League of Nations.

In an interview, he said that he regretted the absence of Lord Cecil, which he though was not entirely necessary.

It is learned that Lord Onslow will probably carry out Lord Cecil's work at the League meetings.

NORTHERN TRANSPORTS SUNK ON YANGTSZE.

FIRING ON FOREIGN SHIPS CONTINUES.

[NAVAL WIRELESS.]

NANKING, August 28th.

The 7th Army has been sent down the river to repulse the Northern crossing, and so far they appear to have done so. The Southerners state that they are confident of being able to repulse the Northern attack. Part of the 7th Army is returning to Nanking.

At Wulungshen yesterday, the Southerners were seen to be following up retreating Northerners, going in an eastward direction. Three Northern troops were picked up in the river by H.M.S. *Witherington*, and they state that their army was the ninth which crossed the river to attack Wulungshen, but which was subject to a counter-attack, and defeated.

At Nanking.

NANKING, August 29th.

Troops are now moving out of the city to the east to meet the further crossing of the Northerners above Morrison Point, it is rumoured. There was no gunfire from either side of the river yesterday.

Chinkiang Inhabitants Conscripted.

CHINKIANG, August 28th.

All transports are ready to leave at short notice. The civil population is being conscripted for military purposes. Some of the officials here have already left.

Heavy gunfire was heard to W.S.W. early this morning. A British steamer was heavily fired on from the south bank at Ku shan, and reported that Northern troops are concentrating at Cinnnue Creek and are crossing to Rose Island in junks.

Troop Movements.

KIUKIANG, August 29th.

A small number of troops passed down the river yesterday. Small troop movements down the river were observed between Kiukiang and Wuhu.

British Ships Under Fire.

WUHU, August 28th.

Four British steamers were heavily fired on last night from the right bank of the river below the town. The steamers were hit several times, but there were no casualties.

Convoys between Wuhu and Vine Point have been instituted again.

Large troop movements down the river are expected to-day.

WUHU, August 29th.

There were only small troop movements down the river yesterday. Intermittent firing on ships below here continues.

FLYING OVER MEXICO WITHOUT PERMISSION.

U.S. ARMY AVIATORS DETAINED.

[REUTER'S AMERICAN SERVICE.]

MEXICO CITY, August 30th.

The Customs authorities at Ojinaga, on the Mexican side of the Rio Grande, report that two United States army aviators, Captain Reynolds and Staff Sergeant Newlands, landed in Mexico, and have been detained because they lacked the Government's permission to fly over Mexico.

SEVENOAKS TRAIN DISASTER.

INJURED DRIVER'S EVIDENCE AT ENQUIRY.

[THROUGH REUTER'S AGENCY.]

LONDON, August 29th.

An official enquiry has been held into the railway disaster near Sevenoaks, when the train from London to Deal was derailed recently, with a large loss of life.

The evidence disclosed that a pair of the wheels of the engine left the metals 300 yards before the crash. The injured driver testified that the engine was one of the new River type, which had a tendency to roll when travelling at over 50 miles an hour.

MEXICO'S MINES.

NEGOTIATIONS BETWEEN OFFICIALS AND WORKERS.

[REUTER'S AMERICAN SERVICE.]

MEXICO CITY, August 29th.

News of more reassuring developments at the Amparo mines, where there has been considerable trouble with the workers, is contained in telegrams from Guadalajara.

There has been no sabotage or violence, and the pumps are still working.

Parleys are being held between the officials and the labourers.

AMERICAN PRODUCTS.

OUTPUT SHOWS FALLING OFF.

[REUTER'S AMELICAN SERVICE.]

The iron and steel production last month was the smallest since 1925, according to the Federal Reserve Board's monthly report.

The output of motor-cars in July and early August was considerably below the figure for the corresponding period last year.

The production of tyres, non-ferrous metals, food products, and woollen textiles, also declined.

Factory employment and wages were smaller than in any month since 1924.

Cotton consumption, however, though smaller than in June, was unusually large for this season of the year.

THE "BROADWAY LIMITED."

PASSENGERS' NARROW ESCAPE.

[REUTER'S AMERICAN SERVICE.]

PITTSBURGH, August 29th.

The passengers in the famous Broadway, Limited, express from Chicago to New York had a thrilling escape when 12 miles west of Altoona.

The foremost of two engines drawing the express was derailed, and plunged 200 feet down an embankment. The second engine hung on the edge.

No passengers were injured, but two of the engine-men were killed and two injured.

THE ALPINE RAILWAY VICTIMS.

IMPRESSIVE FUNERAL.

[THROUGH REUTER'S AGENCY.]

CHAMONIX, August 30th.

Twelve thousand persons, including tourists, followed the coffins of the victims of the Alpine railway accident to the station after the funeral service at the hospital. Nine coffins were entrained, the remainder being interred in the local cemetery.

The Minister of the Colonies presented a gold medal to the conductor of the second car.

INDIAN RACIAL DIFFERENCES.

VICEROY'S IMPRESSIVE SPEECH.

[THROUGH REUTER'S AGENCY.]

SIMLA, August 29th.

In a crowded Assembly the Viceroy, in a speech on the communal question, emphasised that within 18 months' communal strife had been responsible for between 250 and 300 deaths, and 2,500 persons had been injured.

There was much in Indian social life that cried out for remedy and reform, but the task would be sorely handicapped so long as the country was distracted and torn by the present animosities. India desired to win self-government, and it was Great Britain's task to guide her towards this end. They were both vitally confronted with the necessity of laying the spectre besetting their path, and their common hopes.

His hopes for agreement between the communities had been disappointed, although he was pleased to see the recent indications of fresh efforts to bring together Hindus and Moslems. He would gladly associate himself with any genuine attempt to find a practical solution of these miserable differences. He would throw his whole energies into this honourable quest.

There was loud applause, and the speech made a marked impression on Indian circles.

PRESS CONFERENCE.

RESOLUTIONS AT GENEVA.

[THROUGH REUTER'S AGENCY.]

GENEVA, August 29th.

The Press Conference has concluded and passed a resolution requesting the League of Nations to make urgent representations to the various governments for the purpose of establishing a rule that the measure of expulsion or withdrawal of a permit to stay in a country should not be taken against a journalist without the opinion of a committee of journalists. They also passed a resolution unanimously in favour of the abolition of censorship in peace time and recommending that all official news should be issued without preference to all newspapers and agencies together with transmission facilities.

The conference adopted a resolution submitted by the representative of the Japanese "Rengo" agency suggesting the calling of periodical conferences with a view of examining the extent to which the resolutions and recommendations of the present Conference had been acted upon by the different Governments.

A MILLIONAIRE AVIATOR.

FLIES FROM PARIS TO LONDON.

DISPUTE WITH PILOT.

AN AMUSING INCIDENT.

[THROUGH REUTER'S AGENCY.]

LONDON, August 29th.

Mr. Charles Levine, the American millionaire who flew the Atlantic with the airman Clarence Chamberlin, on July 8th, and who since his arrival in Europe has been the subject of a very lively controversy over the question of what pilot should accompany him back to America, dropped a metaphorical bomb in French aviation circles by unexpectedly taking his own aeroplane, the *Miss Columbia*—which for the past few weeks had been kept in a shed at Le Bourget aerodrome, at Paris, being unable to leave chiefly owing to differences of opinion between Levine and the French pilot Drouhin, in whose favour Levine had signed a contract engaging him as a pilot for a year at a salary of 100,000 francs.

Levine to-day visited Le Bourget, ostensibly to test the engine. He suddenly rose and headed northwards. Drouhin immediately leapt into another aeroplane and started in pursuit; but Levine eventually landed at Croydon.

Narrow Escape at Croydon.

Professional pilots at Croydon aerodrome held their breath and gasped at the astonishing performance of the *Miss Columbia*, which arrived in the afternoon. Levine, after making several circuits of the aerodrome, missed sudden death by inches when he nearly collided with the observation tower. He once hit the ground, but rose again, and eventually landed safely.

He was as cool as a cucumber, and explained that it was not his first solo flight, but his longest.

Levine, interviewed in London, said he was anxious again to fly the Atlantic, and was tired of waiting, so had decided to take matters into his own hands. He might pilot himself across.

A Paris message states that Drouhin is most indignant at Levine's departure, and says that he will investigate the possibilities of seizing the *Miss Columbia* in London.

A Linguistic Difficulty.

LATER.

Interviewed by the Press Association, Levine declared that he had run away from no-one.

Drouhin would receive every penny due under the contract, but Levine thought it was a mistake to fly the Atlantic with a man speaking no English.

The Contract.

PARIS, August 7th.

The Chamberlin-Levine trans-Atlantic flight is having a comic sequel. The former already has returned to America, but Mr. Levine, after having engaged a French pilot named Drouhin to take him back to New York in the *Miss Columbia*, wishes to appoint another pilot. Drouhin objects, and has taken possession of the aeroplane and refused to allow the spare engine to be removed. Mr. Levine went to Le Bourget yesterday and encountered Drouhin who, after a breezy scene, got a lawyer to procure the padlocking of the doors of the shed in which the *Miss Columbia* is lodged, pending a settlement of the dispute.

LONDON, August 8th.

The Paris *Intransigeant* states that a definite contract was signed by Levine under which Drouhin was to act as Levine's pilot for one year, from July 7th, at a salary of 100,000 francs.

Levine also undertook to pay Madame Drouhin 300,000 francs in the event of Drouhin's death during the proposed trans-Atlantic flight.

The contract also specified that Drouhin was to receive 50 per cent. of any profits from the successful exploitation of the flight, on which Drouhin was to be ready to start at any moment.

(*Continued on next Column.*)

DUTCH AND GERMAN STEAMERS COLLIDE.

ACCIDENT AT MOUTH OF HOOGHLY RIVER.

[REUTER'S AMERICAN SERVICE.]

LONDON, August 30th.

A telegram from Calcutta states that a Dutch steamer from Calcutta, with a cargo of sugar from Java, collided with the German steamer *Rabenfels*, and is reported to be sinking near the entrance to the River Hooghly.

G.$40,000,000, ARGENTINE LOAN.

UNDERWRITTEN IN NEW YORK.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, August 29th.

The Chase Securities Corporation and the Blair Company are offering, on August 30th, G.$40,000,000 of Argentine Loan, at 6 per cent., at a price of 99½, the proceeds to be applied to refunding the debt on the Argentine State Railways.

ITALIAN BARRACKS COLLAPSE.

[THROUGH REUTER'S AGENCY.]

LEGHORN, August 29th.

In the middle of the night the roof of the local barracks collapsed, entombing 70 infantrymen, of whom three were killed and 24 injured.

Other soldiers and firemen dashed to the rescue, but there are still 15 buried in the debris.

LATER.

The death roll in the barracks collapse at Leghorn is now placed at 18.

MR. LEVINE TO SELECT ENGLISH PILOT.

SCORES OFFER THEIR SERVICES.

[THROUGH REUTER'S AGENCY.]

LONDON, August 30th.

Mr. Levine, who, it now appears, was not chased by Drouhin but by a French military aeroplane, which he eluded, declares that he will select an English pilot to fly the *Miss Columbia* to New York on the first favourable opportunity.

He has already had scores of offers from ex-English pilots.

He says that he must be the first to cross the Atlantic from England.

Pays Drouhin F.100,000.

PARIS, August 30th.

Mr. Levine is reported to have instructed his bank in Paris to pay Drouhin 100,000 francs in accordance with his contract.

ROUND-THE-WORLD FLIGHT.

"PRIDE OF DETROIT'S" SECOND "HOP."

[THROUGH REUTER'S AGENCY.]

MUNICH, August 29th.

The aeroplane *Pride of Detroit* on which Brock and Schlee are flying round the world, has landed here from London, on the second "hop," the first of which was across the Atlantic.

Third "Hop."

LATER.

The *Pride of Detroit* has left for Constantinople.

THE $250,000 PRIZE EFFORT.

STORM STOPS FLIGHT.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, August 29th.

The monoplane *Sir John Carling* encountered a storm south of Oakville, and has returned to London, Ontario.

WHIPPETS.

Orders can now be booked for any of the following models arriving on September 19th.

Model 96, Coach G $1,000
„ 96, Roadster ... G $975
„ 96, Tourer G $900

The Best Motor Values To-day.

GILMAN & CO., LTD. Hong Kong. | DURO MOTOR CO., LTD. Kowloon.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

British Motor Tyre Industry—Mr. Ford and His Cars—Motor Car Census—British Motor Cycle for Germany—British Motor Cars in Dutch East Indies—Petrol Dangers—50 Cars Stolen Every Day—New Speed Record—Capt. Lindbergh's Choice.

WILLYS-KNIGHT

MODEL 70, A.
A Car of Distinction.

The remarkable silence, smoothness and power of the double sleeve valve 6 Cylinder engine is a revelation.

No decarbonising, or valve grinding
Touring Model
G $1,600.

GILMAN & CO., LTD. Hong Kong. | DURO MOTOR CO., LTD. Kowloon.

Still *more* testimony about DUNLOP GIANT PNEUMATIC TYRES

Satisfied users continue to write us regarding the outstanding performances of Dunlop Giant Pneumatic tyres.

12th May, 1927.

Dear Sirs,

We think you will be interested in our experience with a set of seven 36 × 6 S/S Dunlop Tyres put into service on a new 24-seater Albion 'Bus twelve months ago. The total mileage up to last night covered by the vehicle was 53,116. Of the original seven tyres, three are still in use, although they have not all been running the whole of the time.

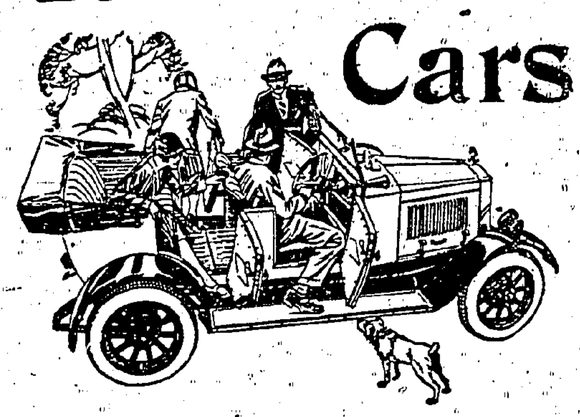
The average distance covered is over 40,500 miles per cover; and, as three of the covers are still running, we are expecting an average mileage of between 44,000 and 45,000 miles per cover.

These results are very similar to our experience with your tyres on other buses.

Yours faithfully,
For THE LEICESTER & DISTRICT BUS COMPANY,
(Signed) F. H. Gerard.

DUNLOP RUBBER COMPANY, LIMITED,
FORT DUNLOP, BIRMINGHAM.
HONG KONG BRANCH:
16A, Des Voeux Road Central. Telephone: C. 4554.
[A.P.B.]

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MORRIS-COWLEY 11.9 H.P.		NETT CASH PRICES FOR DELIVERY London	Hong Kong
4' TRACK 6'6" WHEELBASE			
ROADSTER	2 Seater DICKY	£160	£190
TOURING (4 DOOR)	4 Seater	177	210
COUPE	2 Seater	182	220
SALOON	4 Seater	195	235
MORRIS-OXFORD 13.9 H.P.			
4' TRACK 8'10½" WHEELBASE			
ROADSTER	2/3 Seater DICKY	£220	£250
TOURING	4/5 Seater	240	270
COUPE	2/3 Seater	245	290
SALOON	4/5 Seater	265	310
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LANDAULETTE	4/5 Seater	325	370
MORRIS-OXFORD 13.9 H.P.			
4'6" TRACK 8'10½" WHEELBASE			
TOURING	5 Seater	£260	£295
SALOON	5 Seater	288	335
MORRIS-OXFORD 15.9 H.P.			
4'8" TRACK 9'6" WHEELBASE			
TOURING	5 Seater	£325	£365
SALOON	5 Seater	378	435

(All prices include FOUR WHEEL BRAKES) (and full equipment)

BEFORE YOU PURCHASE ANY CAR INVESTIGATE THE DEALERS SERVICE AND INSPECT STOCKS OF PARTS CARRIED—COMPARE MORRIS VALUES AND ASK US FOR A DEMONSTRATION.

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BRITISH MOTOR TYRE INDUSTRY.

A FIRM'S SLOGAN NO MERE CATCH-PHRASE.

In connection with the International Conference of the Press just concluded in London, a party of delegates, numbering over 200, and including representatives of over 20 nationalities, journeyed to Birmingham at the invitation of the Dunlop Rubber Co., Ld., to visit the works at Fort Dunlop states the *Financial News*. Split into parties of convenient size, the visitors, under expert guidance, made a complete tour of the works, and witnessed the whole of the processes involved in the production of a tyre, from the raw material to the finished product.

A car tyre is such a commonplace item of equipment that really few motorists give a thought as to how it came into being. Yet the story is very instructive. Indeed, the Press Conference delegates, although a large proportion of them could have understood but little of the oral explanations of the guides, displayed the keenest interest in all they saw.

Commencing with the rubber reception department, where the raw rubber from the Dunlop and other plantations is received, the visitors were conducted through the various departments and saw how, stage by stage, the smoked sheet is rendered plastic. They saw the various compounds essential to effecting a chemical change in the nature of the material; they saw the compounds added and they witnessed the change brought about in the condition of the rubber. They saw huge sheets of "cord" being impregnated with rubber solution.

Expert Workmanship.

The main interest of the visit, however, lay in the actual building up of the tyres. Here, while vast machines are called into operation in the various stages, a surprisingly large proportion of the work involved is carried out by hand.

Expert craftsmen, with infinite labour and meticulous care, are engaged in building the tyres, step by step and layer upon layer. And at each stage of the operation care is taken to ensure that there are no flaws, and that each successive layer is properly bedded down. When the last purely manual operation, the fixing of the tread, is completed, the tyre is passed on for moulding and curing, which is carried out in huge autoclaves, the operation of which was fully explained to the interested visitors.

Final Tests.

To complete the tour, the visitors were conducted to the test house. Here tyres are tested to destruction against established standards, independent methods of testing for casing fatigue and tread wear and abrasion being employed. The tests are of greater severity than would be found under normal road conditions in order to reduce the length of time occupied in reaching a result. These tests, however, are only comparative, the final tests being carried out on the road by a special fleet of test cars, each of which covers upwards of 1,000 miles per week.

The visitors, of all nationalities, were manifestly surprised at the enormous amount of work involved in the production of a Dunlop tyre, and the care which is taken to ensure that each and every tyre which leaves the works is a sound and dependable job. It was obvious to all that the firm's well-known slogan, "Fit Dunlops and be Satisfied," is no mere catch-phrase, for the one aim of all engaged in the production of the tyres seemed to be to ensure that the resulting product would not merely maintain, but enhance, the reputation enjoyed by Dunlop tyres throughout the world.

BRITISH MOTOR CYCLE ENGINES FOR GERMANY.

Orders amounting in value to more than £80,000 have been placed with British manufacturers for the supply of motor-cycle engines and accessories to Germany. The engines, to the number of 6,000 are to be supplied by Messrs. J. A. Prestwich, Tottenham, London, N., and the orders for such accessories as chains, carburettors, gear-boxes and oil gauges have been distributed among British motor cycle firms.

MR. FORD AND HIS CARS.

JOKES THAT HAVE COST HIM DEAR.

Sometimes a man can be too clever for his own good. Mr. Henry Ford has discovered the truth of this reflection.

In those remote days before the Ford car was a household necessity Mr. Ford encouraged jokes at the expense of his cars. Conservative business men doubted the wisdom of a man making light of his own goods. Others less conservative admired Mr. Ford's audacity and originality. It was, it must be admitted, a novel form of advertising. That was Mr. Ford's theory. It was the same idea that guided the great showman Barnum. "Talk about me," he once said to a newspaper friend, "and if you can't say something good of me say something bad, but talk about me." People talked about Ford and his cars; with a grin they repeated the latest Ford joke, and Mr. Ford sold more cars.

Mr. Ford had a monopoly, and in America a monopoly can be spelled millions. He dominated his field; his thousands quickly turned into millions; his millions snowballed into wealth incredible, and he became one of the richest men in the world; other manufacturers might envy him, but they dare not challenge him. But now they no longer fear him. Two years or so ago, it is reported, 80 per cent. of all the cheap cars sold in America were Fords; now his quota is only 47 per cent. It is an interesting story, and seems to have a moral.

Not Invincible.

So long as Ford had a monopoly people must have Ford cars or walk. Disliking walking, they bought Fords. But as time went on other manufacturers saw that the supposedly invincible Ford was vulnerable. They began to produce cheap cars, and Mr. Ford's jokes, so to speak, came home to roost. A Ford is a "flivver," and flivver is now, both verb and noun, in good standing.

Mr. Ford's jokes might have been commercially profitable in the early days of the automobile, how profitable no one can tell; but it is quite certain the slurs directed against his car have been enormously costly. In the past cheapness was its merit, now that same low cost is its stigma. It still remains, as it always has been, an excellent car with a good engine; it stands up to its work remarkably well. But people, women especially, cannot forget that it is a "Tin Lizzie" and has been the butt of stage comedians and the Press.

Women dictate fashions in America, male as well as female. A few years ago, with vivid colours for women's dresses, came a demand for gaily painted automobiles, and the manufacturers gave them what they wanted. Fords had always been painted black. Urged to yield to the popular demand, he is alleged to have said the women could have any colour they wanted—so long as it was black. Mr. Ford has his own peculiar ideas. Recently he has been putting paint on his cars, but this concession comes too late.

A Merry War in Prospect.

Now it is officially announced that Ford is to bring out a new model to be put on the market early next autumn, but the specifications have not been disclosed. According to rumour it will be a six-cylinder (the present Fords are fours), with gear-shaft instead of pedals, black or coloured, to suit the fancy of the purchaser, and generally to bear only a slight resemblance to the original model to which Ford has so stubbornly clung through all the years. It will cost more than the old car, but will still be cheaper than any competitive car of a similar class, and may enable him to regain his supremacy. But one may be quite sure Mr. Ford's rivals are not going to take their punishment lying down. A merry war is in prospect, with the public the gainer.

I said there was a moral in this little story of Mr. Ford and his millions. It seems to me there are two morals. One is, in business, as in every other relation of life, a man cannot afford to be undignified; and to make jokes at his own expense does not pay. The other is, no matter how powerful a business man is, collectively women are still more powerful. When they ask for colour it is foolish to offer them black. What women want they get.—Sir A. Maurice Low in *London Morning Post*.

MOTOR-CAR CENSUS.

COMPARATIVE FIGURES.

U.S.A.'S RECORD.

ONE CAR FOR EVERY FIVE PERSONS.

WASHINGTON.

The United States leads the world in the use of the automobile, there being one to every five persons in this country, or a total of 22,137,334 registered American cars on January 1st, 1927, according to a world census of cars made by Irving H. Taylor, head of the Automotive Division of the Department of Commerce.

The total number of cars in use in the whole world on the date given was 27,650,257, one for every group of 65 persons outside of the United States.

Canada and Hawaii rank second to the United States in proportion of automobiles to population, with one for every 11 persons. New Zealand has one automobile to every 12 persons; Denmark and Australia one to every seventeen; United Kingdom, one to every forty-three; Argentina, one to every forty-five; and France, one to every forty-six.

The Dutch East Indies registrations show one automobile to every 1,085 persons. Japan has one automobile for every 1,398 persons. India, with one car registered for every 3,893 persons, has the smallest proportion of automobiles to population among the first 25 countries of the world according to Taylor.

Approximately 95 per cent. of the 27,650,267 automobiles registered were of American origin, having been manufactured in the United States or in American-owned factories in Canada or assembled in foreign branches of these factories.

(*Continued on page 9.*)

Humber

3.49 H.P., O.H.V.

WE have just received a shipment of these famous

SPORTS MOTOR CYCLES AND SIDECARS

THESE SNAPPY MACHINES ARE NOW—

ON SHOW

IN OUR SHOWROOM. CALL AND SEE THEM EARLY.

Lane, Crawford, Ltd.

SOLE AGENTS.



"Cents for oil or dollars for repairs"

SOCONY MOTOR OIL

REG. U.S. PAT. OFF.



FOR DIFFERENTIALS USE SOCONY GEAR OIL
STANDARD OIL COMPANY OF NEW YORK

MOTORING NOTES

(CONTD.).

NEW SPEED RECORD.

TEST FOR THE WHIPPET SIX.

33½ MILES TO THE GALLON.

In the Nantahala gorge from Ashville to Murphy, North Carolina, U.S.A., one of the new Whippet Six cars recently reduced the best speed record by 31 minutes. It made the 129 mile run in 159 minutes under official observation, whereas the precious record of 210 minutes was established by a car which sells for $3,000. The route consists chiefly of steep mountains and dangerously sharp curves, with very few stretches of straight or level country.

Not only did the Whippet Six set a new time record for the trip, but it maintained an average speed of 47.75 miles an hour and averaged 33½ miles to the gallon of fuel, with an almost negligible consumption of oil. The record was officially registered in every detail, —time, speed, gas and oil consumption—and sets a high mark for all light four-cylinder cars.

The Whippet was officially checked out of Ashville at the start of the test by Postal Telegraph officials and checked in at Murphy at the end of the journey 159 minutes later by Western Union Telegraph officials.

Observers who accompanied the driver say that in spite of the difficult mountain roads, the entire journey was made in high gear, the Whippet Six at times reaching a speed in excess of 60 miles an hour. The driver stated that the efficiency of the car's four-wheel brakes was what enabled them to make the perilous mountain journey at such a high rate of speed.

This "Average Buyer" is fast coming to realize the importance of quick, certain and adequate braking power. He wants it as much as he wants quick getaway, because they, together are one of the best forms of accident insurance. Without four-wheel brakes the owner-driver feels that his car is a potential runaway like the horse of the old days who couldn't be controlled in an emergency. The modern driver has learned that four wheel brakes give him positive control of his car and that there are emergencies where quick thinking and positive control are all-important.

The added feeling of security afforded by four-wheel brakes to the rivers of small cars is the primary reason for their insistence on this equipment. It is the feeling that there is less chance of helpless skidding on slippery pavements because of better distribution of the braking to all four wheels.

"In building the Whippet," says Mr. Willys, "we have always endeavoured to give the buyer all the minor appointments and comforts found in higher priced cars." But from the outset, the four brake equipment was listed among the outstanding features of the Whippet along with economy of operation, speed and power."

50 CARS STOLEN EVERY DAY.

PARIS PLAN TO FOIL THE THIEVES.

Every day some fifty motor-cars are stolen in the streets of Paris despite all the "gadgets" invented to prevent such thefts, and such a large force of detectives had to be detached for special duty investigating these cases that the Minister of Justice has decided to issue a decree compelling all garage proprietors to keep special registers of cars that pass through their hands and the names and addresses of their owners.

The garage keepers will also have to register all deals in new or second-hand cars in the same way as dealers in precious stones and jewellery.

Purchasers of stolen cars will be liable to be charged with receiving stolen goods and ignorance of the fact that the cars were stolen will be no excuse.

It is calculated that this measure will render the sale of stolen cars impossible and thus effectively, put a stop to the thefts.

CAPTAIN LINDBERGH'S CHOICE.

CAR WITH AIR COOLED MOTOR.

Soon after landing in Paris at the end of his trans-Atlantic flight, Captain Charles Lindbergh chose a Franklin Sport Sedan—a car with an air-cooled motor of the same principle as employed on the Wright Whirlwind engine that he has praised so often.

When informed by cable that Mr. H. H. Franklin, pioneer in America, of air-cooling in internal combustion engines, had offered him the choice of any Franklin car in appreciation of his wonderful demonstration of air-cooling, he replied: "Regarding air-cooling—none better." He expressed a wish to possess a Franklin Sport Sedan, but specified that "it must be of an inconspicuous colour."

Following this expression of opinion the Franklin Company prepared a Franklin Sport Sedan in subdued, rich gray colouring. The body, hood, fenders and shields are all of this colour, and the car is striped with two heavy lines of bluebell blue. Equipment of wire wheels includes two spares placed in the front fenders. The top, wheels, axles and superstructure is of black with a heavy line of silver leaf striping the window bevels.

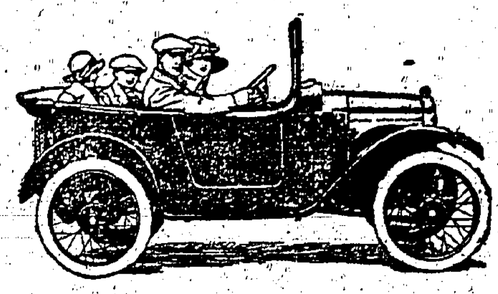
The chassis is, of course, the regular Franklin 25th Anniversary model powered with the Franklin air-cooled motor.

A month after his acceptance of the gift, the car was delivered. In accepting delivery, Col. Lindbergh expressed a keen interest in the air-cooled motor and in the many points of resemblance which he was quick to note, between the Franklin air-cooled motor and the Wright Whirlwind engine he used in the "Spirit of St. Louis."

BE HAPPY AND SAVE MONEY.

A Sound Working Theory of Life in the Far East, made possible to every Owner of an

Austin



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[A.P.B.C]

TRAFFIC SUMMONSES.

CUTTING IN ON THE LEFT.

EUROPEAN FINED.

At the Traffic Court held by Major C. Willson at the Central Magistracy yesterday morning, among a large number of traffic cases which came up for hearing was one concerning Mr. J. R. Jenkins, of the Hong Kong Amusements, Ltd., who was fined $6 for passing another moving vehicle on the left side.

A summons also had been taken out against a Chinese driver who was alleged to have cut in, *i.e.*, driving negligently, in Queen's Road, East. Mr. H. E. Goldsmith and Mr. H. A. Taylor, who were in the car behind, gave evidence for the prosecution.

Defendant, who pleaded not guilty, was fined $15.

A number of drivers of public motor cars were fined various amounts, averaging $20, for negligent driving, and other offences against Traffic Regulations.

Last week, a case came before the Traffic Court in which a young Chinese, named Lau Fook, was charged with (a) dangerous driving (b) failing to obey Police signal and (c) with leaving his motor cycle combination unattended. The offences are said to have taken place at Whitfield.

The case was adjourned at the first hearing after police evidence had been given, in order that expert evidence should be given on certain questions of combination driving. Yesterday no further evidence was taken, and the case has been again adjourned till next Monday afternoon. Mr. L. R. Andrews appears for the defence.

BRITISH MOTOR CARS IN DUTCH EAST INDIES.

Mr. H. A. N. Bluett, British Commercial Agent for the Netherlands East Indies, in a recent report, points to the fact that there is a large market for motor cars in which British manufacturers have a comparatively small share. Lack of selling agencies and the inelasticity of credit terms, he considers to be the main causes for the small trade in British motor cars, and adds: "The remedy for the present state of affairs lies with British manufacturers, who should combine to form overseas selling organisations—and in a country like the Netherlands East Indies, open branch offices and showrooms in the principal ports—thus making themselves independent of the services of agents interested only in competitive manufactures. It is not suggested that profits would be made in the first twelve months, but a business could be worked up which would in time prove highly remunerative to the selling organisation and to the manufacturers, if they would invest in a company formed to sell their products." During 1925, there were in use in the Netherlands East Indies, 39,045 motor cars, 7,104 motor cycles and 4,925 trucks.

PETROL DANGERS.

MISTAKEN IDEAS ABOUT LIGHTED CIGARETTES.

Many motorists smoke a cigarette while filling up with petrol on the assumption that a cigarette will not light petrol vapour.

An accident at Lambeth disproves this theory. A Lambeth fire was caused by a cigarette which fell on the floor near a bowl of petrol and set it alight. "The police inspectors," states a government report, "particularly asked the man whether he was not lighting a cigarette at the time, but he insisted, and there is no reason to doubt him, that the dropping of the cigarette caused the fire.

The difficulty of thoroughly emptying a petrol tank is illustrated by another accident. After emptying a motor 'bus tank before repair and allowing it to drain throughout the night with all the vents open, it was filled quite full with boiling water, allowed to stand for half-an-hour and then emptied. An air blast was passed through it and the tank was then warmed all over. While, however, a blow lamp was being used on the tank, an explosion occurred which burst the tank, and a man was injured by a flying piece of metal. It is quite possible that petrol floating on the water was left on the sides when the water was emptied.

CRICKET.

THE SERVICES MATCH AT SHANGHAI.

The account of the defeat of a United Services team by an all Shanghai eleven, which was printed in the Press of yesterday, is extremely interesting. It would be even more so if there was some sort of reference to the state of the wicket. As regards the form displayed, I am inclined to think that the Services had a very ordinary side. Isaacs and Mansell-Smith are both useful—the former particularly so—but the Hong Kong wicket does not suit them nearly so well, it is said, as that at Shanghai. No doubt they bowled very well, but I shall not expect to see them go through a Hong Kong side like that. As a matter of fact Torrey Wilson and O'Hara are quite as good and our people know them all.

The personnel of the Shanghai team was very interesting. Only two of them have not been down to Hong Kong, Sinclair and Dankley. Of the former I have no information. The latter is a useful wicket-keeper. I don't know why Barnes was not playing—he may be on leave; but the team in November down here won't be like a Shanghai team to a good many people if Barnes does not come along. Barrett was not playing I noticed, but Harry Ollerdessen turned out. Speaking from memory he has not been down here since 1920, but he is still a fine bat, though like some of us not as young as he was. Stokes apparently played a fine innings. He did not impress people very favourably last year when down here, though his style was good enough. Evidently he is finding his form, though his lack of reach handicaps him. The evergreen Doctor got runs, I see! That will cheer him considerably.

The strength of the Services' attack is an unknown quantity, with the exception of Reed who was down here in the *Frobisher*. He is a useful fast bowler and as he went on first change we may assume the Shanghai batsmen were up against good stuff. On the face of things as they appear, it does not appear probable that there will be many new faces in the team which, we hope, Shanghai will be sending in three months' time.

THE LEAGUE.

I had not intended to refer to the question of the League again; it is going to happen, so we may as well get on with it. But I was so surprised at a statement of a scribe who writes under the name of "The Tramp" in two local papers, that I feel constrained to mention it. He refers to the H.K.C.C. proposal for the abandonment of the League as being "thrown so suddenly into the midst of the cricketing fraternity." This I think is hardly correct. I fancy I may claim acquaintance with as many local cricketers as most people, and I have heard the question of "League or no League" debated any time since the Defence Force came. I myself was definitely of the opinion that the vital point before the meeting was that very question. I think the H.K.C.C. thought so. I know a representative of the C.S.C.C. thought so, as he consulted some of the C.S. players—myself among them—as to our views, before attending the meeting. If however it was a surprise and representatives of other Clubs were not expecting it, they could have asked for an adjournment.

By the way, may I mention how overcome I am at his handsome encomium on my "presentable writings" on the game? I thought on Monday that it was prickly heat, but evidently it was a rush of modesty to the pores, telepathically induced by the setting up of his few kind words. A bit involved perhaps, but you can guess what I mean. I've tried to sting my Editor for double rates on the strength of it but,—not an earthly!—So I am afraid that he won't be able to borrow that five dollars after all!

R. ABBIT.

THE BASEBALL MENACE.

CAN CRICKET HOLD ITS OWN?

MAY BE TAKEN UP BY FOOTBALL "PROS."

Greyhound racing has apparently captured Britain. It was Manchester that started the ball rolling, and from all account it is rolling vigorously, both in the Metropolis and in the Shires. There is every prospect that the sport, which originated in the United States, will find favour in most parts of the world. It is new: it is free from any element of what might be considered as cruelty to animals: it is cheap and it interferes with no ordinary outdoor sports. In fact, it has been found in America that horse-racing has rather increased in popularity than decreased since the advent of the synthetic hare. So much for Greyhound racing.

But there is another sport which has its origin in the United States which comes under a somewhat different category—Baseball. There are portents that this sport is also on its way to capture the world.

In Japan.

If it should once get as strong a foothold in Britain as it has in Japan, England's national game, cricket, may be pushed towards the background. This is exactly what is happening to Japan's national game—wrestling.

All over Japan, baseball is beginning to take root. Last year, the present reigning Emperor was so pleased with the game which he saw played in the grounds of the Outer Garden of the famous Meiji Shrine that he donated a cup—now known as the Emperor's Cup—for competition.

A Japanese journal recently referred to the growing enthusiasm for baseball in Japan as "a sport miracle of the age," and a Japanese reporter, describing a game the other day in which the Buddhist priests of Higashi Hongonji, with his holiness the abbot as short stop, met a team of Christian Bible class students, wrote: "It is an epochal event. It is the first time in history that the followers of the gentle Gotama and of the lowly Nazarene have fought for a decision in manly sport."

South America and Spain.

The baseball is beginning to capture other countries, notably the South American Republics and Spain, does not in any way mean that England will be included in its world encircling sweep. But the chances are distinctly that it may. We give way to none in our love for the cricket of the past. None more fully appreciates the value which cricket field training affords in fitting us for the sterner business of life; but facts are stubborn things. Cricket has lost much of its soul and nearly all its "joyous carefree abandon" since it was commercialised. The days of old when every English village could put up a team have almost entirely gone. If we exempt the comparatively few district cricket teams, enthusiasm is now mainly devoted to watching county teams composed of ten and in some cases eleven paid professions playing to hold up their individual positions. Further, the frequency of "no result" is slowly killing the game. Three day matches have become boring to both players and spectators; and four day matches are generally too short for test match battles.

The English Provinces.

Baseball has none of these disadvantages. It is never "listless and anaemic." Fifteen years ago, baseball was rarely seen in England. To-day there is no populous centre without its playing teams. To attempt to ignore the insidious progress the game is making in the English provinces is to imitate the proverbial ostrich—hiding one's head in the sand. One can safely prophesy that if, at any time, a game of baseball should be staged in England with Larwood as pitcher, Strudwick as catcher, A. P. F. Chapman as short-stop and Hobbs as hitter, there would gather a crowd of onlookers which would fill to overflowing the largest ground in the country—and the snag to all of us who cling to our national game lies in the fact that the directors of the thousands of Association Football clubs are well aware of it.

(Continued on next Column.)

"What to do with the army of professional footballers in the summer?" has long been a problem confronting club magnates, and—"turn them into baseball players"—has been openly and frequently advocated as a solution.

Cricket as our national game has survived the encroachment of Lawn Tennis, which now has over one million devotees compared with a few thousands twenty years ago, but the encroachment of baseball, backed by the possible and probable support of the seven million followers of association football clubs, is a much graver menace.

Possibly it could be fought successfully if cricket could win back the soul of which it has been bereft. Unfortunately, the very men who created that soul are no more. Where are the village blacksmith, the village harness-maker, the vicar's coachman-gardener and the old-time patron squire? They are gone to make way for the petrol-pumper, the motor fitter, the smart chauffeur, and the profiteer to whom the stately game of cricket has but little appeal. It may be we are too pessimistic. It may be that cricket will still hold its own as our most popular summer sport. However, if it should not, and baseball should take its place, we must see to it that the game is made to conform to our own ideas before it secures too strong a hold. Barracking between the players—a feature of baseball as played in the United States—must be ruled out; it offends our sense of sportsmanship; and all betting on the game must be strenuously discountenanced.—*Straits Times.*

HOME FOOTBALL.

MONDAY'S RESULTS.

[THROUGH REUTER'S AGENCY.]

LONDON, August 29th.

Following the opening of the football season on Saturday a number of games were played to-day, a feature being the high scoring in several matches. In the Second Division both Manchester City and Notts Forest scored seven goals when playing at home, and in the Southern Section of the Third Division, Millwall, with Torquay, newcomers to the League, as opposition, scored nine times. Swindon beat Coventry by six clear goals.

Results of to-day's matches are as follow:

Division I.

Birmingham 3, Huddersfield 1.
Leicester 3; Sheffield U. 1.
Wednesday 0, Manchester U. 2.

Division II.

Blackpool 1, Oldham 2.
Clapton 2, Southampton 0.
Leeds 2, Barnsley 2.
Manchester C. 7, Swansea 4.
Notts. F. 7, Fulham 0.
Preston 4, Hull 2.

Division III. (Southern).

Brentford 3, Northampton 0.
Crystal Pal. 2, Exeter 0.
Luton 1, Norwich 3.
Merthyr 0, Charlton 0.
Millwall 9, Torquay 1.
Swindon 6, Coventry 0.
Walsall 2, Watford 0.

Division III. (Northern).

Ashington 0, Crewe 2.
Chesterfield 4, Durham 2.
Halifax 5, Barrow 2.
Lincoln 4, Wigan 1.
Rotherham 2, Tranmere 1.

SHANGHAI FOOTBALL.

AFFILIATED WITH HOME.

[THROUGH REUTER'S AGENCY.]

LONDON, August 30th.

The Shanghai Football Association has been admitted to membership of the Football Association.

LEAGUE BASEBALL.

AMENDED SCHEDULE.

The following dates have been fixed for the games in the second round and also for games which have been postponed:—

Sept. 1st, Thursday, 5.15 p.m.: Japanese *v.* Filipinos.
" 3rd, Saturday, 4 p.m.: Club Recreio *v.* Japanese.
" 4th, Sunday, 4 p.m.: Filipinos *v.* Tigers.
" 7th, Wednesday, 5.15 p.m.: Japanese *v.* Filipinos.
" 10th, Saturday, 4 p.m.: Dragons *v.* Filipinos.
" 11th, Sunday, 4 p.m. H.K.B.B. Club *v.* Club Recreio.
" 13th, Tuesday, 5.15 p.m.: Club Recreio *v.* Dragons.
" 15th, Thursday, 5.15 p.m. Filipinos *v.* Dragons.
" 16th, Friday, 5.15 p.m.: Dragons *v.* Tigers.
" 17th, Saturday, 4 p.m.: Filipinos *v.* H.K.B.C. Club.
" 18th, Sunday, 4 p.m.: Japanese *v.* Dragons.

LAWN TENNIS.

U.S. WOMEN'S CHAMPIONSHIP.

MISS BETTY NUTHALL IN THE FINAL.

[REUTER'S AMERICAN SERVICE.]

FOREST HILL, August 29th.

Miss Nuthall entered the final by defeating Mrs. Chapin 6-1, 4-6, 6-3.

Betty received an ovation for her control of the match throughout except for a momentary lapse (four double faults) in the second set. Deadly placing and exhilarating and very effective smashing rounded off her victory. Mrs. Chapin, who is very experienced, won as many points from Betty's lapses as from her own efforts.

Miss Wills beat Miss Jacobs 6-0, 6-2.

In the doubles, Miss Betty Nuthall and Miss Joan Fry beat Mrs. Sterry and Miss Hill 6-3, 6-3.

Mrs. Chapin and Miss Eleanor Goss entered the semi-finals by beating Miss Eileen Bennett and Miss Helen Jacobs, 6-4, 6-0.

In the semi-finals Mrs. Godfree and Miss Harvey beat Miss Eleanor Goss and Mrs. Chapin 6-4, 7-5.

ADVANCING POLO IN FRANCE.

DIFFICULTIES WHICH MAY BE OVERCOME.

ARMY OFFICERS WANT MORE LEAVE.

[BY F. DE C. MONTFORT.]

In view of the effort to develop polo in France the visit of the team from the Paris Polo Club to London is creating a good deal of interest, and their victory over Scopwick (who conceded 3½ goals by 9½ goals to 7 at Ranelagh was a popular one.

The French team, who were reinforced by Major Yung, at present over in Europe in connection with the visit of the Maharani of Kuch Behar, were "all out" in a keen endeavour to give of their best against a team nominally a good deal their superiors. They succeeded, and they would have done still better had they put in more teamwork and less individual ball-chasing.

This blemish is partly attributable to the at present limited scope of the game in Paris. Our gallant visitors are unanimous in their gratitude to Ranelagh Club, not only for their hospitality, but for affording them such good chances of improving their game by enabling them to profit by coming into contact with the methods of others.

Hitherto it has been a matter of the greatest difficult to obtain soldier-players for the game, though as here, these are most keen to take it if allowed. The military authorities in France, however, will not grant long enough leave to regimental teams, so that they can compete as such.

English Aid.

Even is, as is hoped, they will consent to do so much greater than ours, and Argentine teams France officers are continually being transferred from one regiment to another.

However, where there is a will there is a way. A few devoted supporters of polo, notably M. de Monbrison, the Comte de Zogheb, and M. Victor Rosenthal, have put their heads together, and are hopeful of being able to leaven, say, four teams with one English amateur apiece, to the general advancement of the game in France. They are seeking to obtain the sanction of the military authorities for so soldierplayers to attend tournaments, and it is greatly to be hoped they will succeed.

We in England also have much to gain for the development of polo in France. Except with extraordinary luck, it hardly seems likely that we shall be able to hold our own for long just at present against America, whose resources are much greater than ours, and Argentine teams cannot be expected to visit England often.

If France is encouraged to develop champions in polo as she did in boxing, we have a friendly enemy at our gates, to whet our international steel.

The victory of the King's Dragoon Guards over the 17th-21st Lancers in the final of the Military Handicap, at Roehampton, completed the reverse which has been the lot of the latter side this season. Since the war no regiment has been able to compete successfully against the all-conquering Seventeenth. This year, however, they had to yield pride of place in the inter-regimental tournament to the Royal Artillery.

MR. BOTTOMLEY COMES OUT.

NARRATES HIS PRISON EXPERIENCES.

HAS AGED CONSIDERABLY AND SPEAKS OF HIS "TERRIBLE EXPERIENCE."

LONDON, July 30th.

Horatio Bottomley, who was convicted at the Central Criminal Court on May 29th, 1922, of the fraudulent conversion of National War Bonds, an allotment letter for Victory Bonds and banker's drafts, and sentenced to seven years' penal servitude, was released from Gaol yesterday morning.

He is now at The Dicker, his large country estate near Lewes, in Sussex.

The release came unexpectedly. At 6 o'clock yesterday morning the prison governor's clerk walked into Mr. Bottomley's cell, told him that he was to be released, and directed that he should dress quickly, as a car sent by the Home Office from London was calling for him at 7 o'clock to take him direct to his home.

The clothes which Bottomley wore at his trial—morning coat and vest and cashmere trousers—were brought to the cell, but before the prisoner could wear them the vest had to be altered. He insisted that the coat should be left untouched so that he might demonstrate the weight—something over three stones—he has lost during his five years in gaol.

Next he was taken to the governor's office, where a light breakfast was provided for him, and then the car, a closed one, from London having arrived, he was placed in charge of the governor's clerk, who accompanied him to the boundaries of Maidstone so that there should be no leakage of the information of his release.

On the outskirts of the town the clerk bade Bottomley farewell, first pledging him to drive straight to the Dicker.

"Ticket of Leave."

Before Mr. Bottomley left the prison he was provided with a printed document commonly called the "ticket of leave," which set out that "His Majesty is graciously pleased to grant him His Royal Licence to be at large from the date of his liberation under this Order, during the remaining portion of his said term of penal servitude."

Although the requirement usually imposed on convicts on ticket of leave that they shall report periodically to the police has been waived, it is set out that should his licence be revoked in consequence of a conviction of any offence he will be liable to undergo a term of penal servitude equal to the portion of his term of seven years which remains unexpired—one year and 200 days.

There were few people on the road between Maidstone and The Dicker, and it was not until nearing his home that Mr. Bottomley was recognised, and then, one of his employees turning out of his stud farm, saw him and started back, crying: "The guv'nor—the guv'nor has come back!"

In the meanwhile the prison governor had telephoned to Mrs. Bottomley that she might expect her husband, and she, with her daughter, Mrs. Jefferson Cohn, who has been convalescing at The Dicker after a serious illness, were in readiness to receive him. The news of his arrival quickly spread, and inquisitive crowds gathered outside the house in the hope of seeing the ex-convict whose spectacular career and long residence among them had fired their imagination.

"Ex-Convict Bottomley Speaking."

Although Mr. Bottomley did not show himself, a Union Jack was hoisted over his front door by his orders, and he personally greeted his friends by telephone, generally prefacing his remarks with the phrase, "ex-convict Bottomley speaking."

His butler was kept busy attending to his needs and reminding his master of the situation of various commonplace articles which five years' absence from his home had caused Bottomley to forget.

His return being unexpected, no preparations had been made within the house to accord him anything in the nature of an organised reception. He had to be contented with an early luncheon, taken with his wife and daughter, in a room which favours the style of a baronial hall, and consisting of a chop—"the first decently cooked piece of meat I have had for five years," as Bottomley remarked. He took water with his meal, although light wines and whisky and soda were available.

His Dead Dog.

One of the first things he did on reaching The Dicker was to seek out the grave in a corner of his extensive and well-kept ground of his favourite dog, a Scotch collie, which he called, "Feph," after his three nieces—Flora, Ethel, and Phyllis. The animal died but a month ago, and its absence seemed to affect Bottomley more than anything else on his home-coming. For a time he wandered about his house gazing at this room and that, admiring the splendid proportions and magnificent furnishings.

As he passed along the corridor to the billiards room-cum-museum his eyes lingered for a moment on the framed invitation to the King's coronation and a twisted smile crossed his face.

In the billiards room he pointed with pride to the official shorthand notes of his trial before Mr. Justice Hawkins in 1893 in connection with what has come to be known as the Hansard Union Case. "Hawkins," he remarked, "sent for me and begged me to go to the Bar after that case and he also sent me his own note-books and the wig he wore at the trial—and there they are," pointing to a glass case containing three books and a judge's wig.

Photographs of his visit to the front during the great war showing him wearing the famous "tin hat" also challenged his attention and he fingered them with pleasure, recalling many incidents of his war experience to those who were with him.

Forgotten Bell.

In his own book-lined study he was, on occasions strangely at a loss, and when he could not find the bell to summon his servants he excused himself with the plaintive remark, "I know there is a bell somewhere but I have forgotten just where." It was the same with the telephone—he could not remember exactly what to do to secure connection through the house exchange.

As for the room itself it was obvious that it had been kept in readiness for his return. On the handsome desk in the centre of the room, which commands a wide view over gardens rioting in colour lay everything to hand needful for a man of affairs.

An Aged Man.

Tiring of the house Bottomley walked about his grounds—across the closely clipped lawns, down by the lily pond, and on the terraces which surround the house. And as he did so his gardeners and his grooms, his chauffeur, and his indoor servants came forward to greet him. But it was not the debonair Horatio Bottomley immaculately attired who in years gone by charmed men and women with his silvern tongue, but an aged man in a badly fitting suit wearing a crushed and crumpled shirt and collar who, despite efforts to appear hale and at ease, obviously laboured under a heavy load of years.

Actually he is in his 68th year, having passed his 67th birthday in Maidstone Prison on March 23rd. There is none of that fulness of figure which gained for him the title of "John Bull," nor is there any of that puffiness which characterised his features during his trial at the Old Bailey in May, 1922. His eyes are bluer than ever, but although they are steady and clear they seem to veil anxious thoughts.

His five years' imprisonment has undoubtedly told upon him, for yesterday he declared "I have never felt better or fitter in my life—but it was a terrible experience."

The Unlucky 13.

"Last night," he added as he talked with his friends, "I was a number, the unlucky 13, and slept with 43 murderers, for that is the number in Maidstone Gaol."

FAR EASTERN OLYMPIAD.

YESTERDAY'S RESULTS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, August 30th.

At baseball, Japan beat China 4-1; volley ball, China beat Japan 21-3 and 21-9, but the Japanese again won the Girls' volley ball, beating the Chinese 21-5 and 21-4.

WATER POLO.

The two matches in the League down for decision this afternoon at the Victoria Recreation Club camber are:—

K.B.S.F.P.A. "B" v. Royal Navy.

K.O.S.B. v. V.R.C. "A."

The first match commences at six p.m.

PING PONG.

Two Individual Ping-Pong Championship Tournaments are now open to the Colony, one for ladies and the other for gentlemen. An entry fee of $1 will be charged. Places of enrolment for gentlemen are:—South China Athletic Association, Chinese Young Men's Christian Association, Hong Kong University. For ladies are Chinese Young Women's Christian Association and the Hong Kong University.

THE MODERN TORPEDO.

RANGE OF TEN MILES.

DOUBTS OF ITS EFFICACY.

Writing upon the subject of "The Modern Torpedo, in Fact and Fancy" in the July number of *The Navy*, Lieut.-Com. W. N. Burstow, R.N., emphasises the great increase in range, and "the extremely high factor of efficiency" which has been developed in this weapon since the days of Jutland.

He refers to a range of ten miles at an average speed of thirty knots, and an explosive charge in its head of a quarter of a ton. We believe that this range has been substantially exceeded with experimental torpedoes, as, presumably, there is no mechanical reason why it should not be. But the question arises as to whether such very long ranges are of any appreciable value in a very low velocity projectile. Ten miles to cover at thirty knots means twenty minutes between firing and reaching the target. In twenty minutes a modern battleship can travel eight knots and a modern cruiser eleven knots. At such a speed in action—and all warships are likely to be manœuvring at their top speeds in battle—what sort of chance is the missile going to have of finding its mark? It is true that ranging instruments have reached a wonderful degree of precision. But they can never provide against even a trifling deflection of course which in twenty minutes might easily take a target vessel wide of the path of the most accurate torpedo.

Against a stationary target, of course, a very long range torpedo might be used with deadly effect. It may be argued that surplus range is of no disadvantage in any case; that because a torpedo is capable of covering ten miles there is no earthly necessity to restrict the discharge of it to such a distance. This is true. But the natural tendency in action is to loose-off a weapon as soon as it can be laid upon its mark. If destroyer flotillas can deliver an attack at five miles against an enemy line they are not going to wait until they close to within two miles to increase the prospect of success at the expense of coming under heavy fire.

Theoretically the very long range torpedo possesses advantages, especially for a big warship, although we still adhere to the view that for a big warship the torpedo is no substitute for the gun, and that a high velocity projectile, which can cover ten miles in between thirty and forty seconds, is very much more likely to find its billet than a torpedo which will take twenty minutes in travelling the distance. One thing is certain; naval tactics more and more are being dictated by naval weapons, instead of naval weapons being the produce of requirements set by tactical principles.—*Naval and Military Record.*

NAVAL CONFERENCE PERSONALITIES.

W. C. BRIDGEMAN

(FIRST LORD OF THE ADMIRALTY, HEAD OF THE BRITISH NAVAL DELEGATION.)

(This is the second of a series of six articles portraying the clash of personalities of the American, British and Japanese Naval Delegates who were fighting at Geneva to balance the naval power of the world.)

[By DREW PEARSON.]

GENEVA.

It was more or less typical of Mr. Stanley Baldwin that he should send to Geneva as head of the British Naval Delegation a kindly English gentleman, fond of dogs and horses, who disarmed everyone by his anxiety not to offend, but who on points which affected the power of the British Empire, proved as adamant as his ancestor, the Great Lord Clive, Conqueror of India.

William Clive Bridgeman is known to his fellow cabinet members as "Willie." That in itself tells many things to those who have met the First Lord of the Admiralty. It indicates, for instance, that Mr. Bridgeman is good-natured; for no one who does not bubble over with the milk of human kindness submits to the epitet of "Willie." Also it might indicate that Mr. Bridgeman's appearance is not one which instantly electrifies a roomful of people.

He is bald, rotund, and Geneva will always remember him with spectacles well pushed down over his nose, peering over them at his audience. Like Viscount Cecil, who set the style at the first session of the Conference by wearing a soft collar, Mr. Bridgeman wears what is comfortable. He is not even always particular as to whether his necktie matches his blue shirt.

Here, therefore, you have Mr. Bridgeman, blue-shirt, red and black necktie, spectacles clinging to the tip of his nose, moustache drooping, bald-headed, presenting the case of the British Empire at the Conference Table. He appears the acme of frankness. He states his case from beginning to end, and then fearful that he may not be understood, he restates it from end to beginning. He hesitates before each sentence. He gropes for words. You feel sorry for him. You want to help him express the thought which you have guessed long before he gets it out. You are drawn to him. You feel that this little rosy-cheeked man who is trying so sincerely to make you understand the position of the British Empire, positively must be protected. He wins you completely.

And this, perhaps, is the most subtle but powerful charm of W. C. Bridgeman. The verbal blows of a fighting British admiral may be returned. Viscount Cecil's pointed diplomatic thrusts can be countered. But Mr. Bridgeman's simplicity, sincerity, and trustfulness, sweep away all defence.

Perhaps these disarming qualities of the First Lord are the result of his early religious training. His father, a younger son of the Earl of Bradford, was a clergyman. His mother was the daughter of the Venerable William Clive, an Archdeacon. This ancestral inheritance has expressed itself in Mr. Bridgeman's enthusiastic support of the Church near his home in Hope Village, and his chairmanship of Shrewsbury, one of England's largest public schools.

Mr. Bridgeman is rather a "home-body" and it is a rare week-end that doesn't find him slipping away from Parliamentary worries in London to Leigh Manor, his estate in South England, where he works in his garden or walks for hours in his woods and fields. It is a three hours train trip to Leigh Manor, but that doesn't phase Mr. Bridgeman. He takes along a copy of the *Iliad*, or some other classical work which he has enjoyed since his classical student days at Cambridge, and he is off for the week-end in the country.

How this devout, home-loving gentleman became First Lord of the world's greatest war-machine is a question frequently asked by Americans in Geneva who have forgotten that Josephus Daniels, himself, taught Sunday-school. The answer is that Mr. Bridgeman is Stanley Baldwin's closest confident. Bridgeman and Baldwin have been associated together in Parliament for approximately twenty years.

(Continued on next Column.)

Coming from one of the fine old families of England, whose sons are expected as a matter of course to enter public service, Mr. Bridgeman began his political career, like many young Englishmen, as private secretary to a cabinet minister. During this period of accumulating political wisdom, he also contested several parliamentary seats, and after several defeats was elected. He was given his first cabinet post in 1920 as Secretary of Mines and as such was one of the chief negotiators in the settlement of the great Coal Strike in 1921. During the recent General Strike, he was also called upon to assist Stanley Baldwin in the early negotiations.

Mr. Bridgeman became Home Secretary in 1922, serving until the fall of the Baldwin Government in 1924. A year later when Stanley Baldwin came back into power, Mr. Bridgeman was made First Lord of the Admiralty.

One other important chapter should be included in any account of the kindly little man who heads the British delegation to the Three Power Naval Conference. That chapter concerns Caroline Bridgeman, Dame of the British Empire, who as National Chairman of the "Conservative and Unionist Party" has attained political "parity" with her husband, and has given him three sons, a doctor, an army officer, and an official of the Anglo-Persian Oil Company.

UNEXPECTED SEA DANGERS.

METEORS AND SUBMARINE VOLCANOES.

WHAT NO ONE CAN GUARD AGAINST.

There are many perils of the sea with which every captain of a ship is prepared to cope when necessary, but there are some which men of science cannot explain. The southern end of Vancouver Island is one of the danger zones where many ships have been wrecked on the deadly rocks.

The Government has built a lighthouse with a fog-horn and set out bell buoys, the noise of which ought to be heard for some distance, and yet survivors from these wrecks have declared that they heard no sound at all.

This can only be accounted for by a "zone of silence," or of "dead air," hovering about this spot, changing with the wind and tide but always in existence. Once a ship is within this zone, no sound, even that of the powerful siren of the Race Rocks Lighthouse, is audible.

This phenomenon was experienced by the crew of a small tug which got in amongst the rocks and actually saw the keepers of the lighthouse and yet were unable to detect the roaring signals which were distinctly heard four or five miles in other directions.

Ocean currents shown on all sea charts are often depended on by the skippers of vessels when the sun is obscured and they are forced to use dead reckoning. But even these may alter either speed or course, as has been discovered when the Gulf Stream was found to have increased its speed to almost double what it had been.

The currents in the North Sea once changed their courses, as was shown when pieces of wreckage, which usually tended to drift in a southerly direction, were found to be appearing on the northern shores and isles of Great Britain.

Submarine Earthquake.

In September, 1923, a large steamer was in mid-Atlantic when she suddenly stopped and quivered so violently that it was thought she had struck a wreck. She then moved ahead but, after a little while began to tremble from bow to stern for a short time.

This strange occurrence was undoubtedly caused by a submarine earthquake, and the sea, being about two miles deep luckily prevented serious damage. Another steamer had even a worse experience.

About midnight, when some little distance from Marseilles, the crew heard a sudden explosion and saw a huge tongue of flame leap out of the sea, and at the same time the ship quivered as if she had been struck.

It was thought at first that another vessel had blown up, but as no wreckage could be found, it was attributed to the explosion of a submarine volcano. If this ship had been over that spot at the time, nothing could have saved her from destruction. Another peril is that of falling meteors, which are sometimes seen from ships.

A large mass of molten stuff fell from the sky some time ago and narrowly missed a large tramp steamer on her way to Hamburg.

A similar story was that of a Dutch steamer, the *Ocean*, when crossing the Atlantic in 1908, an enormous meteor fell so close to her that the huge waves flung up flooded the decks of the ship. Clouds of gas shot forth from where it fell, and the men on deck had to go below to save themselves from being suffocated.

WAR WITH THE GLOVES OFF.

WILL 1914 COME AGAIN?

SOMETHING RADICALLY WRONG WITH CIVILISATION: A SUICIDAL RELAPSE.

[By DEAN INGE, D.D.]

The results of the present sham attack on London from the air seem to show that, contrary to the hopes of some of our expetts, London cannot be successfully defended. Within two or three hours of a declaration of war—in the unlikely event of that formality being observed—the destruction of the capital and the massacre of its inhabitants will begin.

Among all the booklets of the brilliant "To-day and To-morrow" series, none, I think, is so weighty and impressive as Professor McDougall's "James, or the Conquest of War." It contains twice as much matter as the other volumes, and instead of the Puckish humour of some of the other contributors, it is profoundly serious.

The writer reviews, not at all hopefully, the various plans which have been made to prevent another war. It is a commonplace that very few people wanted war in 1914, and that still fewer want it now, after the appalling experiences which McDougall illustrates by poignantly touching anecdotes at first hand of the years 1914-1918. He recalls how the very modest proposals of the nineteenth century for naval holidays, proportionate reduction of armaments, and the like, were rejected one after another. He reminds us how a whole body of international law, intended to make war more humane, was thrown on to the scrap-heap, first by the Germans and then by the Allies.

Dread Weapons of the Future.

He quotes at length from a terrible article written in 1924 by Mr. Winston Churchill, to show what war would have been like in 1919, and still more what the next war will be like. "Nations who believe that their life is at stake will not be restrained from using any means to secure their existence. It is probable—nay certain—that among the means which will next time be at their disposal will be agencies and processes of destruction wholesale, unlimited, and perhaps, once launched, uncontrollable." Among these he names bombing aeroplanes guided automatically without a human pilot, poison gas in far deadlier forms, and pestilences methodically prepared and deliberately launched upon man and beast. "This study is certainly being pursued in the laboratories of more than one great country." I shall return to these predictions presently.

Among the manifestly inadequate explanations of the causes of war are the inherent wickedness of mankind, the special depravity of emperors, kings, and other rulers not elected by universal suffrage, and the desire of armament manufacturers and profiteers to make fortunes. Poor human nature is not so bad as to enjoy killing and plundering for their own sakes. Monarchies are not at all more bellicose and aggressive than republics. Those who think otherwise may profitably study the published letters of Roosevelt and Senator Lodge. Roosevelt was supposed to be rather more friendly to this country than most American politicians; but these letters reveal him contemplating with satisfaction a war against England, at a time when we had not given the United States the slightest provocation. As for the ambitions of profiteers and others we may feel certain that nobody who has anything to lose will lightly vote for another war.

How Wars are Caused.

Economic imperialism—the wish to secure markets and monopolies; the pressure of population upon the means of subsistence; and bombastic patriotism, are real causes which have promoted wars in the past. But they are not likely to cause another war, unless a threatened government thinks that a successful war is its only chance of escaping revolution. This was undoubtedly one of the causes of the Great War; but the governments which tried the experiment had one and all the most bitter reasons to regret it. Germany was probably misled also by the memory of her former wars, especially that of 1870, which were actually made to pay; but nobody will dream again that a European War can be profitable either to winners or losers.

We must, however, remember that there is one diabolical government—that of Russia—which would not shrink for a moment from massacring three-quarters of the population of Europe, if the remaining 25 per cent. could be subjected to the same miseries which they have inflicted on their own people. The bitter truth must be spoken, that until this nest of hornets has been smoked out disarmament in Europe is quite impossible. Italy also is said to be a menace to peace; but in my opinion Mussolini is only indulging in the dangerous game of sabre-rattling; a serious war would be too dangerous to himself.

I agree with McDougall that *fear* is the real cause of war. We must have often seen two dogs approaching each other with bristling hair and perhaps with wagging tails. Neither wants to fight; but when they meet they stand eyeing each other nervously, until one of them flicks an ear or twitches a leg, and in a moment they are at each other's throats. "The proper remedy to work for is the removal of fear." Or, as Lord Cecil puts it, "What keeps alive armaments is one thing only—the fear and suspicion of the nations for each other."

Is Prevention Possible?

This clears the ground for discussing preventives. Christianity no doubt offers a solution, but unhappily the nations do not seem more disposed to listen to the teaching of the Gospel now than they have been in the past. Arbitration treaties are sometimes useful, but not when two nations are vitally interested in getting something which only one of them can have. If two men want the same woman, they will never submit to arbitration the question which of them shall have her. Nor will great nations invite their neighbours to decided whether the Moors or the Indians or the Filipinos are "peoples rightly struggling to be free."

The Quakers say, Disarm and trust to the decency of your neighbours not to plunder a defenceless and obviously unaggressive people. The fate of China, which actually adopted this policy in the last century, is not very encouraging to these idealists.

The proportionate reduction of armaments bristles with difficulties. If a gambler who has won a heavy stake says to his opponent, "Now we will play for love for the rest of the evening," the loser is not likely to consent; he wants, as he says, to "have his revenge." This is very much the position of the losers in the late war. It might have been wiser to treat them with wholly unexpected generosity.

Internationalism and abolition of nationalities is manifestly impossible. It commends itself chiefly to those who, under cover of pacifism, desire a bloody class-war.

Whether McDougall's suggestion of an international air force, with a prohibition of national air fleets, is feasible, I will not discuss. It is perhaps one of the best suggestions yet made.

Killing of Non-Combatants.

But I want to raise briefly another point. Is it as certain as it is almost always assumed to be that the next war will see a promiscuous massacre of non-combatants, men, women, and children, perhaps by poison? Twenty years ago the very suggestion of such a thing would have been received with scorn. It was then a commonplace that civilised peoples had advanced in humanity far beyond even the comparatively high standard of the eighteenth century. Yet here is a retrogression to a point far behind even the Greeks and Romans. We have to go back to the Book of Joshua for anything approaching in horror what we are told to expect in the next war, and the Jewish nose, which is not Bedouin, is a proof that "the people of the land" were not exterminated as the ferocious chroniclers narrate. When Plato lays down the laws of war for Greek States fruit trees are not to be injured, houses and temples are not to be destroyed, the invader may take only the standing crops, Greeks are not to be sold as slaves. The massacre of non-combatants and the poisoning of wells have always been practices quite outside the limits of severity in civilised warfare. It is alleged that modern wars are between nations, not between armies, and that the distinction between combatants and non-combatants has ceased to exist. This plea will not serve.

An Appalling Relapse.

The non-combatant population has always worked to make the continuance of the war possible; it has always done the work of the men who were called to the colours; it has always supplied food, clothes, and munitions for the fighters, and tended the sick. Nor is it true that the new methods of destruction have made a great difference. It is as easy to kill a child with a spear as with a poison-bomb; but such things "are not done." Barbarous and cruel weapons have, as a matter of fact, not always been used when they would have given military advantage. The Greeks gave up the use of poisoned arrows, of which there are traces in Homer. Dum-dum bullets, which were introduced in war with the Afridis, who, it was said, could not be stopped by ordinary bullets, were barred by the rules of war. Other examples could easily be found.

There is something radically wrong with a civilisation which can thus deliberately return to the worst traditions of savagery. Frankly, I do not understand it, and I am amazed by the acquiescence of the civilised world in this appalling and suicidal relapse.

SPIRIT OF NATIONALISM.

ITS VALUE AND DANGERS.

AID TO CIVILISATION.

Year by year the City of London Vacation Course in Education continues to draw teachers not only from all parts of the British Isles, but, in increasing numbers, from overseas. At the Holborn Restaurant, the course was opened by a lecture by the Right Hon. H. A. L. Fisher, Warden of New College, Oxford.

Mr. Fisher chose "Nationalism" as the subject of his lecture. There were, he said, many elements that went to the formation of a nation. One of these was race, and some idea of how many races might go towards the formation of a nation could be gathered from the fact that in a hospital in Chicago notices were posted in forty-eight languages. Even in Scotland and Wales, where national feeling was so strong, there was mixture of blood. Germany was probably the purest nation in blood, and Britain the most mixed in Europe. What caused a nation to come into being was not unity of race or of language, but the sharing of experiences in the past and the will to share experiences in the future. Nations were made by education, taking the term in its widest significance.

Looking at the cold facts of history, it would be seen that nations were not necessarily the product of any sublime or spiritual purpose, many nations having been formed by the vulgar process of material conquest. The British nation, for instance, was not the product of enlightened statesmanship of Anglo-Saxon kings, but rather the result of strong, equable pressure of Norman and Angevin administration after conquest. In Egypt and India such spirit of nationalism as existed was the result of foreign conquest. Indian national movements largely owed their being to the spread of the English language throughout the continent, for it was the one medium of communication that all Indians had in common. Nor was it to be supposed that nationality was the result of a necessarily slow process. The Basutos owed their existence as a nation to one very remarkable Kaffir chief who welded together the scattered fragments of the race and planted them in Basutoland, impressing on their minds the consciousness of separate nationality.

Sweeping the World.

No one could fail to notice the tide of nationalism that was sweeping all over the world, though there were cases of partial or suspended development.

In India, though superficial, it was none the less very genuine, and it was apparent, too, in China, in spite of the fact that in many the pulse of sentiment beat sluggishly. In the present generation we had been busy giving separate state life to small nations. They were those who took the view that the principle of nationality, if not actually unsound, was not the highest principle on which a State could be based, and that the composite State; such as the great, far-spreading Austrian Empire, which was dissolved by the war, was altogether a higher form of organisation. The Austrian Empire had one unsound feature in that it involved the domination of two strong nations over a number of weaker nations. If the old Austrian Empire had federalised itself we should not have had the Great War.

Prophets of Ill.

A striking example of patriotic feeling in a small nation being in harmony with the larger unit was afforded by Scotland. Could one doubt that Scotland had gained by the union with England, and could one doubt that Scotland gained by the preservation of her strong historical national sentiment? The same applied to the Dominions, and the conclusion was that the object of statesmanship should be to effect combinations on as wide and tolerant a basis as possible, provided that adequate space within these combinations could be furnished for the various national traditions and national sentiments concerned.

This country had always been remarkable for its pessimists. There had never been a time when they were not told with confidence that the country was going to the dogs and that we could not stand up against competition, that we were degenerating, and that our manliness had gone. "Do not believe these prophets of ill," Mr. Fisher declared, "even if you are tempted to take a low-spirited view of the old concern. At all events, I think you will agree that the national spirit has done a great deal for our country, and that if we wish the country to survive and to continue to make its great contribution to civilisation the national spirit is worthy of preserving."

The development of nations had not impeded but had assisted the process that was giving to human society all over the globe a common complexion. For these reasons no wise student of politics would consent to abandon the national system. It had its dangers, but it had been of great value, and perhaps they might say that since the Protestant Reformation no form of political organisation had been productive of so much public virtue or rendered so great service to the advance of humanity.

(Continued at foot of next column.)

PASSENGERS.

ARRIVALS.

Per s.s. *Saarland*, on August 30th:—Mr. L. de Dionigi, Mrs. A. Lund, and Mr. W. A. L. Schaub.

Per s.s. *Chenonceaux*, from Japan and Shanghai, on August 30th:—Mr. Casenave, Miss C. F. Lo, Mrs. and Miss Gow, Mr. B. Goldschmidt, Mr. J. Marcus, Mr. O. Meister and son, Mr. W. Juy, Mr. B. Watel, Mr. M. Lini, Mr. and Mrs. Chos Hugo, Mr. Greenberg, Mr. Kurowski, Mr. Cherpino, Miss Cook, Miss Bogdonovi, Miss Kurnitrova, Miss Nursich, Miss Volhoutzkaya, Mr. and Mrs. B. Odolfa, Mr. C. G. Yang, Mrs. W. C. Loo, Mr. M. Feidt, Mrs. de Guyadet, Mr. J. S. C. Chen, Mrs. C. Franco, the Misses Armanda da Cruz and Angelina da Cruz, Mr. V. Giquel, Rev. E. Fontana, Mr. and Mrs. D. C. Hsu, Mr. W. L. Yang, Mr. K. P. Wong, Mrs. J. M. Byrne and two babies, Mr. Wei Chun Hoi, Mr. S. H. Fong, Mr. C. S. Hsu, Mr. C. E. Tseng, Mrs. A. E. Morel, Mr. J. Fetherstonehaugh, Mr. A. C. Tidbury, Rev. F. W. Rowland, Mr. and Mrs. Coole and four children, Mr. J. Carrere, Rev. T. de Chardin, Mr. E. le Roux, Mr. J. Dulesconet, and Miss C. de Guyadet.

Per s.s. *President Jefferson*, on August 30th:—For Hong Kong: Mr. M. J. Butler, Mr. A. Brostedt, Mr. C. C. Chen, Mr. S. Gattas, Mr. T. T. Ko, Miss M. C. Lehman, Mr. T. K. Lien, Mr. Leung Hong Ting, Mr. Yang Kuen Sock, Mr. P. C. Rawls, Mr. R. Strand, Miss M. Simpson, Mr. Y. Wocki, Mr. H. Wocki, Mr. Wu Sick Caho, and Mr. Wong Hong Chee. Among passengers passing through on their way to Manila were: Mr. F. R. Ahlborn, Rev. F. C. B. Belliss, Ensign C. A. Burmister, Mr. J. T. Bootes, Miss F. Colbath, Father I. Cordero, Miss D. W. Caffray, Mr. and Mrs. M. E. Cleland, Mr. and Mrs. T. G. Davis, Miss B. Davie, Mr. Percy Denroche, Mr. and Mrs. A. Elizalde, Master J. Elizalde, Mr. and Mrs. A. W. Hill, Master R. S. Hill, Mrs. E. V. Jacobs, Miss M. J. Jacobs, Miss B. A. Lynch, Mr. P. A. Lax, Mr. G. T. Miller, Mr. and Mrs. H. R. Merritt, Mrs. J. A. Mann, Mr. F. S. Morley, Mr. and Mrs. B. F. Peters, Mrs. K. Phelan, Mr. C. A. Phelan, Mr. L. Phelan, Miss L. E. Raymond, Miss L. M. Thomas, Mrs. H. Walker and Mr. A. H. Wells.

DEPARTURES.

Per s.s. *Chenonceaux*, on August 30th:—Mr. J. Rodes, Mrs. Colin Duchaino, Mrs. Prud'hon, Major E. Percival Brown, Mrs. J. T. Morgan, Rev. Mother S. Agathe, Mr. H. Alves, for Saigon; Mr. and Mrs. J. G. Veenenbos, Mr. and S. A. Morris, Mr. Hefti, Mr. J. Ross Smith, for Singapore; Mr. E. A. de Mates, Mr. C. Vallejo, Mr. F. Santiago, Mr. J. Novembre, Mr. M. Goncalves, Mr. F. Brueck, Mr. W. Hensen, Mr. K. Thaison, Mr. A. Wichmann, Mr. F. Galenza, Mr. W. Wenzel, Mr. G. Starke, Mr. N. Petersen, Mr. A. Jaeger, Mr. A. Schierwagon, Mr. P. Cartier, Mr. M. P. Vannereau, and Mr. E. Monier, for Marseilles.

Per s.s. *President McKinley*, for San Francisco *vid* ports, on August 29th:—Mrs. H. F. Danforth, Mrs. J. Prentiss, Mr. and Mrs. K. M. Jame, Miss K. Y. Heme, Mrs. Choy, Mrs. H. W. Hoo, Master T. J. Jeme, Master J. W. Jeme, Mrs. Lee, Mr. and Mrs. J. Y. Lum, Mr. I. C. Huntington, Mr. E. Weber, Mr. Ho Chung Ming, Mr. Lee Sai Chuen, Mr. K. Y. Wu, Mr. K. Y. Soong, Mr. and Mrs. T. E. Pun, Mr. J. Soriano, Mr. Yang, Mr. and Mrs. Chiu Laap, Mr. Chiu Way, Mr. P. H. Kan, Mr. W. F. Fung, Mr. Lo Lok Fong, Mr. Mak Mo Yan, Mr. Wong See Ping, Mr. Gee Sue Hang, Mr. P. K. Lai, Mr. C. S. Hu, Mr. A. P. Lee, Mr. K. C. Kan, Mrs. M. Sesleneff, Miss H. Encarnacao, Mr. and Mrs. C. C. Kwok, Mr. R. E. Francis, Mr. Lok Yung Cheong, Mrs. Li Lai Keng Tiw, Mr. Lai The Sum, Mr. Wong Yung Tai, Mr. P. Chang, Mr. G. Lynott, Mr. M. G. Yee, Mr. S. H. Wong, Mr. B. F. T. Pon, Mr. Ng Yee Hong, Mr. W. H. Young, Mr. A. Ditta, Mr. Wong, Mr. B. Moisevicth, Mr. and Mrs. Ko Chun Yee, Mr. L. Junginger, Mr. H. Van Carven, Mrs. S. P. Mak, Miss E. Cheng, Mr. Lum Chun Hoy, Rev. J. H. Marray, Miss M. A. Calder, Mr. Tam Kwun Hung, Mrs. Tam Kwun Shee, Mr. Gee Hooey Gun, Mr. Yee Kim Jiw, Mr. Fong Kwan, Mrs. Young Shee, Mrs. Lee So Sew, Mr. Fong Chee Lick, Mr. Doong Yin Gin, Mr. Tom Wai Hong, Mr. Chin Tuck Yuen, Mr. Lum Bow, Mr. E. Price, Miss A. Price, Miss J. McDonald, Mr. R. W. Frence, Mr. and Mrs. W. F. Sokalk, Mr. P. Childs, Mr. and Mrs. W. Asbhermsen, Mrs. I. F. Brown, Mrs. A. G. Tracey, Mr. H. W. Oviatt, Mr. H. H. Maguire, Miss J. Wehen, Dr. J. C. McGowan, Mr. G. D. Dinkel, Mr. A. Kofer, Mr. J. Asai, Mrs. G. Aabogast, Mrs. D. Beck, Capt. G. F. Bloomquest, Mrs. G. L. Bloomquest, Miss M. Bloomquest, Mr. G. Epple, Mr. C. W. Cardon, Mr. A. Levis, Mr. R. W. Shaw, Mr. B. V. Bush, Mrs. T. Kamenoto, Mr. K. Kamemoto, Mr. C. F. Williams, Miss K. Davis, Mr. P. Naslin and Miss M. Cunningham.

ASSETS AND LIABILITIES.

QUESTION OF COMPANIES GIVING THE PUBLIC MORE INFORMATION.

[By HARTLEY WITHERS.]

"Publicity in industrial Corporations" is recommended from the United States, on high authority, as advantageous to such corporations and to the business world in general, and it will be remembered that a similar appeal for more information about company matters, as well as many other things, was lately made in England by a distinguished team, headed by the Editor of the *Economist*.

The campaign in America has been opened by Mr. Thomas Lamont in an engineering magazine: "Industrial Management," and it would appear from his and other statements, that in spite of all the criticism lately heard of American practice in this respect, many of its leading corporations set an example which might well be followed in other countries. For example, the United States Steel Company's month to month record of unfilled orders and General Motors with its quarterly statement of earnings and its monthly reports of output are instances which it would be difficult to match among big British companies. In England, by a curious paradox, it is generally the more speculative class of concern which tells its shareholders, or anyone else that wants to know, how it is getting on. Mining companies give monthly and sometimes weekly figures of output, and frequent information about development, crushings, assays and so forth, rubber ventures and oil seekers tell us something, often a great deal, about what they are doing and producing; but among what may be called the more respectable industries, apart from the traffic returns of the railways and the monthly figures published by the chief English banks, British shareholders are generally left to guess how their properties are getting on, from the market movements of their shares, which may or may not be due to operations based on inside information.

Assets Matter of Opinion.

Light on the subject is, of course, provided by the annual report and balance-sheet to those who have the necessary skill to draw deductions from the figures, and faith enough in their own perspicacity to believe that theid deductions can be relied on. But the difficultly of drawing inferences from balance sheets and profit and loss accounts of industrial commercial and transport enterprises and even of many financial concerns is so great, that their figures have to be approached with extreme caution; because in all these cases we are likely to find assets set forth the value of which must necessarily be a matter of opinion. Land and buildings, plant and machinery, stock in trade or inventories as they are called in America, trade debtors, goodwill when it is shown—all these things have to be valued by the directors and managers and their treatment of them has a considerable influence on the amount of the net profit shown.

If the responsible authorities take a cautious and conservative view of the value of these doubtful assets and devote a generous amount of the profits to writing them down, then there will be less net profit shown and less to distribute in dividends. This policy is, of course, in the best interests of the company and its shareholders and is usually pursued by the boards of those which are well financed. If the directors are bound to err—and they can hardly be expected to guess right about the value of property the real value of which can only be determined by actual sale and of debts the value of which will only be certain when and if they are repaid—then it is certainly better that they should err on the side of under-statement; but the fact that they do so necessarily means that the figures which they publish are misleading.

When the wind blows the other way and doubtful assets are, deliberately or innocently, taken at values which are too high it follows that the profits which are apparently earned are over-stated, and the position of the company as shown by the balance sheet is given an appearance of unreal prosperity.

Professional Auditors.

These difficulties are not in any way reduced by the employment of professional accountants to audit company figures, though for other reasons it is very desirable that their services should be used. They cannot be expected to be expert valuers of land buildings and machinery, and even if they were, an expert valuer is just as likely to be wrong as anybody else; and professional auditors know less than the managers about the value of stock in trade and the solvency of trade debtors. Skill and long practice give them a keen nose for any change for the worse in bookkeeping and financial policy, but they are so far from being able to say with certainty that the assets of a balance sheet are correctly valued, that it has not yet been decided what the values put upon assets are supposed to mean.

Some accounting authorities—most, I think of those who have expressed views on this subject in England—maintain that it is a complete mistake to suppose that the values set against the assets are those at which the assets would be correctly valued according to the prices of to-day; according to this view, they are merely a record of the sums spent or lent by the company, less such amounts as the directors have thought fit to write off them. This is a very logical view and reduces the whole question to one of extreme simplicity; but it leaves a balance-sheet without any practical meaning, because it is quite possible, on these lines, for a building or a shop, for example, to stand at a considerable figure among the assets, when it is in fact really a liability, because much money will have to be spent on its reconstruction before profits can be earned in it.

Others consider that a balance sheet ought to be a real guide to shareholders as to the value of their property. But when they are asked whether, this being so, land and buildings which may have risen in value should be written up, they usually contrive to evade the question. From all which it follows that though publicity is an excellent thing, it is just as well to decide what we want to have made public.—*North China Daily News.*

CONSIGNEE NOTICES.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "DOCTEUR PIERRE BENOIT."

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CONSIGNEES are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf & Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before Monday, the 5th September, 1927, or they will not be recognized.

Damaged Packages will be examined by the Company's Surveyors: Messrs. Goddard & Douglas in the presence of the Consignees at 10.00 a.m. on Friday, the 2nd September, 1927.

No Fire Insurance will be effected by us in any case whatever.

J. LIMAGE,
Agent.

Hong Kong, 26th Aug., 1927. [5269

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "ATHOS II"

BRINGING CARGO FROM MARSEILLES, &c.
ALSO CARGO FROM COGNAC, BORDEAUX
Ex S.S. "TETUAN."

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All Claims must be sent in to me on or before Tuesday, the 6th September, 1927, or they will not be recognized.

Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on Saturday, the 3rd September, 1927.

No Fire Insurance will be effected by us in any case whatever.

J. LIMAGE
Agent.

Hong Kong, 28th Aug., 1927. [5270

NORDDEUTSCHER LLOYD, BREMEN.

THE Steamer
"SAARBRUECKEN"
having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 5th of September, 1927, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ashe at 10 a.m. on the 2nd of September, 1927.

No Claim will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Undersigned for countersignature.

MELCHERS & CO.,
Agents,
NORDDEUTSCHER LLOYD, BREMEN.
Hong Kong, 29th Aug., 1927. [5273

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S.S. "SACHSEN" ... due here on or about the 13th Oct.
S.S. "PREUSSEN" ... due here on or about the 25th Oct.
M.S. "RAMSES" ... due here on or about the 7th Nov.

HOMEWARD.

Sailings for Europe via Manila, Singapore, Colombo & Port Said:—

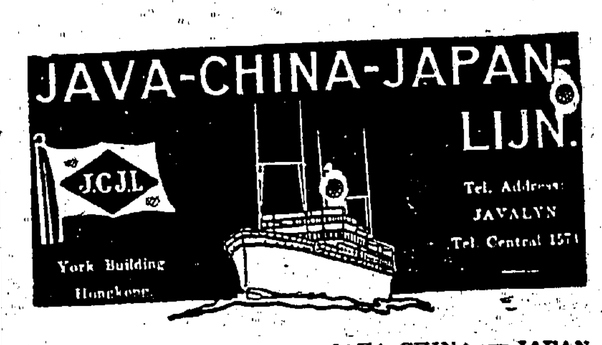
‡S.S. "OLDENBURG" sailing from here on or about the 10th Sept
‡S.S. "ADOLF VON BAEYER" sailing from here on or about the 20th Sept.
‡S.S. "SAARLAND" ... sailing from here on or about the 30th Sept.
‡S.S. "EMIL KIRDORF" ... sailing from here on or about the 25th Oct.
‡S.S. "HESSEN" ... sailing from here on or about the 31st Oct.
†S.S. "SHEER" ... sailing from here on or about the 10th Nov.
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TJIPANAN ...	JAVA, MANILA	2nd Sept.	5th Sept.	SWATOW & SAIGON
TJIKARANG ...	BATAVIA	4th "	8th "	SHANGHAI
TJIKEMBANG	S'HAI., K'LUNG.	6th "	8th "	BATAVIA
TJIBODAS ...	JAVA, MAKASSER	12th "	14th "	AMOY & N. CHINA
TJIMANOEK	N. C. & AMOY	12th "	14th "	MAKASSER & JAVA
TJISAROEA ...	BATAVIA	18th "	22nd "	SHANGHAI
TJIKARANG	S'HAI., K'LUNG.	20th "	21nd "	BATAVIA
TJIKINI ...	JAVA, MAKASSER	26th "	28th "	AMOY & N. CHINA

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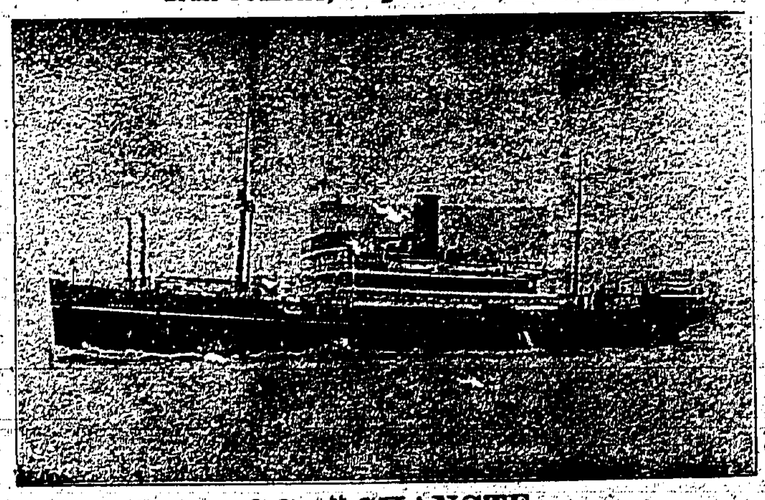
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D'ARTAGNAN ...A	26th Aug.	27th Sept.	25th Oct.
GAL. METZINGER ...A	9th Sept.	11th Oct.	8th Nov.
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CONSIGNATION—TRANSIT—REPRESENTATION. [2

Shipping News
Arrivals and Departures, etc.

ARRIVALS.

August 29th.

Corona, Norwegian str., 1,953 tons, Capt. O. M. Klette, from Canton, lying at buoy No. B51.—Dodwell & Co.

Heng Chong, Chinese str., 1,111 tons, Capt. M. Wikman, from Bangkok and Hoihow, with a general cargo, lying at buoy No. C40.—Kwang Nguan Seng.

Sunkong, Chinese str., 322 tons, Capt. Lai Kwong, from Kwang Chow Wan, with a general cargo, lying at buoy No. C14.—Man Yick S.S. Co.

Waishing, British str., 1,173 tons, Capt. C. Alexandre, from Canton, with a general cargo, lying at buoy No. B32.—Jardine, Matheson & Co.

August 30th.

Chenonceaux, French str., 8,378 tons, Capt. Durrieux, from Shanghai, which port she left on August 27th, with a general cargo, lying at Kowloon Wharf.—Messageries Maritimes.

Halvard, British str., 1,217 tons, Capt. C. W. Shearer, from Canton, with a general cargo, lying at buoy No. C39.—Foo Nam & Co.

Hanoi, French str., 630 tons, Capt. L. Cruchot, from Fort Bayard, lying at buoy No. C16.—Messageries Maritimes.

Hermod, Norwegian str., 840 tons, Capt. L. Th. Paulsen, from Bangkok, which port she left on August 21st, with a general cargo, lying at buoy No. C43.—Thoresen & Co.

Kudat, British str., 800 tons, Capt. Wm. H. Paddle, from Singapore, which port she left on August 24th, with firewood and iron, lying at buoy No. C34.—B. & S.

Mexico Maru, Japanese str., 5,774 tons, Capt. T. Matoshige, from Moji, which port she left on August 25th, with a general cargo, lying at Kowloon Wharf.—O.S.K.

President Jefferson, American str., 9,443 tons, Capt. F. R. Nichols, from Los Angeles and Shanghai. The latter port she left on August 27th, with a general cargo, lying at Kowloon Wharf.—A.M.L.

Saarland, German str., 4,076 tons, Capt. F. Helfer, from Hamburg, which port she left on July 16th, with a general cargo, lying at Kowloon Wharf.—Jebsen & Co.

Shingu Maru, Japanese str., 1,666 tons, Capt. S. Yanagi, from Moji, which port she left on August 24th, lying at buoy No. B12.—Y.K.K.

Shunko Maru, Japanese str., 5,027 Capt. T. Tasaki, from Bombay and Singapore. The latter port on August 23rd, with a general cargo, lying at buoy No. A22.—O.S.K.

CLEARANCES.

August 30th.

Chenonceaux, for Saigon.
Corona, from Chinwangtao.
Hai Ching, for Barn Tel.
Hai Hong, for Swatow.
Kinko Maru, for Hongay.
Mexico Maru, for Singapore.
President Jefferson, for Manila.
Pronto, for Swatow.
Saarland, for Shanghai.
Shunko Maru, for Moji.
Tjisalak, for Batavia.
Tjitaroem, for Amoy.

THE CHINA COAST.

LATEST CHANGES IN OFFICER PERSONNEL.

The following are the latest changes in officer personnel on the China Coast:—

Captain A. Dockwrey, of the *Leesang*, is on reserve. Captain R. W. Bateman, of the *Kiangwo*, has gone master, *Leesang*. Captain J. H. Smith, of the *Changwo*, has gone master, *Kiangwo*.

Mr. E. V. Bishop, chief officer, *Tungwo*, has gone chief officer, *Tuckwo*. Mr. N. Cook, chief officer, *Tuckwo*, has gone chief officer, *Tungwo*.

Mr. A. Buntain, chief engineer, *Fuhwo*, has gone chief engineer, *Tungwo*. Mr. A. Turnbull, chief engineer, *Tungwo*, has gone chief engineer, *Fuhwo*.

Mr. L. Evans, chief officer, *Tienkwang*, is on reserve.—*Shipping and Engineering*.



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Pres. Cleveland	Tues., Sept. 27th	Pres. Grant	Wed., Sept. 21st
Pres. Pierce	Tues., Oct. 11th	Pres. Madison	Wed., Oct. 5th
Pres. Taft	Tues., Oct. 25th	Pres. Jackson	Wed., Oct. 19th

Special Through Rates to Europe, via United States, £120, £112. Direct connections with all Atlantic lines. Choice of railway lines across United States and Canada, with liberal stop-over privileges for sight-seeing.

To EUROPE and NEW YORK
ROUND THE WORLD
Fortnightly sailings on Tuesdays via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, Bosnyo and New York.

Pres. Harrison	Tues., Sept. 13th, 6 a.m.	Pres. Van Buren	Tues., Oct. 25th, 8 a.m.
Pres. Monroe	Tues., Sept. 27th, 8 a.m.	Pres. Hayes	Tues., Nov. 8th, 6 a.m.
Pres. Wilson	Tues., Oct. 11th, 6 a.m.	Pres. Polk	Tues., Nov. 22nd, 8 a.m.

To MANILA

Pres. Lincoln	Sept. 5th, 6 p.m.	Pres. Cleveland	Sept. 19th, 6 p.m.
Pres. Harrison	Sept 13th, 6 a.m.	Pres. Monroe	Sept, 27th, 8 a.m.
Pres. Grant	Sept. 13th, 6 p.m.	Pres. Madison	Sept. 27th, 6 p.m.

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Hong Kong and Shanghai Bank Building, Ground Floor
Telephone Central 2477, 2478 and 795
Cable Address "Dollar"

Dollar Steamship Line and American Mail Line

VESSELS EXPECTED.

Achilles (Blue Funnel), due Sept. 12th.
Aeneas (Blue Funnel), due Sept. 26th.
Angers (M.M.), due September 13th.
Arafura (E. & A.), due October 3rd.
Bengloe (Ben Line), due September 2nd.
Bolton Castle (Dodwell), due Sept. 24th.
Calchas (Blue Funnel), due Sept. 12th.
Capitaine Faure (M.M.), due Sept. 20th.
City of Bombay (Bank Line), due September 3rd.
City of Salford (Bank Line), due October 1st.
City of Tokio (Bank Line), due November 26th.
City of Wellington (Bank Line) due October 15th.
D'Artagnan (M.M.), due September 27th.
Devanha (P. & O.), due December 23rd.
Diomed (Blue Funnel), due October 8th.
Empress of Asia (C.P.R.), due today, noon.
Esquilino (Dodwell), due September 15th.
Eurylochus (Blue Funnel), due September 6th.
Eurypylus (Blue Funnel), due Oct. 25th.
General Metzinger (M.M.), due October 11th.
Japanese Prince (Furness, F.E.), due September 18th.
Kashgar (P. & O.), due November 25th.
Kashmir (P. & O.), due September 29th.
Keemun (Blue Funnel), due Sept. 20th.
Khyber (P. & O.), due to-morrow.
Lycaon (Blue Funnel), due Sept. 5th.
Macedonia (P. & O.), due October 14th.
Malwa (P. & O.), due September 15th.
Mantua (P. & O.), due November 11th.
Mongolia (P. & O.), due October 28th.
Morea (P. & O.), due December 9th.
Nalpore (P. & O.), due to-morrow, about 6 a.m.
Nyanza (P. & O.), due September 21st.
Orestes (Blue Funnel), due October 30th.
Phemius (Blue Funnel), due Oct. 31st.
Porthos (M.M.), due November 9th.
Protesilaus (Blue Funnel), due Oct. 25th.
Sarpedon (Blue Funnel), due Oct. 20th.
Si-Kiang (M.M.), due October 21st.
Sphinx (M.M.), due October 25th.
St. Albans (E. & A.), due Sept. 5th.
Sumatra (Swedish East Asiatic Co., Ltd.), due September 24th.
Talamba (B.I. & Apcar), due Sept 6th.
Talma (B.I. & Apcar), due Sept. 10th.
Talthybius (Blue Funnel), due Nov. 15th.
Tanda (E. & A.), due to-day.
Teiresias (Blue Funnel), due Oct. 16th.
Theseus (Blue Funnel), due October 1st.
Tilawa (B.I. & Apcar), due Sept. 4th.
Tyndareus (Blue Funnel), due Oct. 2nd.

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

TSINGTAU via SWATOW & SHANGHAI	"WAISHING"	Wednesday,	31st Aug., at 10 a.m.
CANTON ...	"CHIPSHING"	Thursday,	1st Sept., at 8 a.m.
STRAITS & CALCUTTA...	"FOOKSANG"	Thursday,	1st Sept., at 3 p.m.
CANTON ...	"FOOSHING"	Friday,	2nd Sept., at 9 a.m.
SHANGHAI ...	"CHIPSHING"	Saturday,	3rd Sept., at 5 p.m.
TSINGTAU via SWATOW & SHANGHAI ...	"HOPSANG"	Sunday,	4th Sept., at 10 a.m.
STRAITS & CALCUTTA...	"KUTSANG"	Monday,	5th Sept., at 3 p.m.
SHANGHAI ...	"YUENSANG"	Tuesday,	6th Sept., at 10 a.m.
TSINGTAU via SWATOW & SHANGHAI	"CHAKSANG"	Wednesday,	7th Sept., at 10 a.m.
SANDAKAN ...	"HINSANG"	Saturday,	10th Sept., at 3 p.m.
TSINGTAU via SWATOW & SHANGHAI ...	"KWAISANG"	Sunday,	11th Sept., at 10 a.m.
STRAITS & CALCUTTA ...	"NAMSANG"	Monday,	12th Sept., at 3 p.m.
OSAKA via AMOY, MOJI & KOBE ...	"LAISANG"	Tuesday,	13th Sept., at 7 a.m.

For Freight or Passage, apply to—
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GENERAL MANAGERS.
TELEPHONE: CENTRAL No. 215. [8

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO

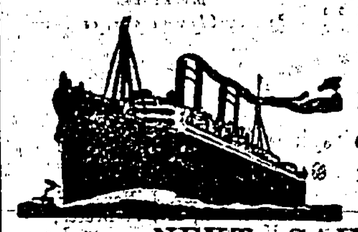
Motor Vessel "GLENGARRY" ...	(via Oran)	21st	September
Motor Vessel "GLENLUCE" ...	(via Oran)	19th	October
Steamship "CARMARTHENSHIRE"	(via Oran)	2nd	November
Motor Vessel "GLENTARA" ...	(via Oran)	30th	November

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

	Due Hong Kong.
Motor Vessel "GLENLUCE"	7th September
Steamship "CARMARTHENSHIRE" ...	18th September
Motor Vessel "GLENBEG"	29th September
Motor Vessel "GLENTARA"	18th October
Steamship "CARNARVONSHIRE"	27th October

For Freight, Passage and further Particulars, apply to:
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AGENTS: THE GLEN LINE, LTD. 9]

NORDDEUTSCHER LLOYD, BREMEN.



FAR EASTERN PASSENGER AND FREIGHT-SERVICE.

Cabin class: £73. 4s. 0d.
Intermediate class: £48. 2s. 0d.
To GENOA.

NEXT SAILINGS:

Regular Fast Four-weekly Passenger-Service. (Also taking cargo.)

ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS.	ARRIVAL AT HONG KONG AND SAILINGS FOR: SHANGHAI AND TAKU (TIENTSIN).	ARRIVAL FROM SHANGHAI AND SAILINGS FOR GENOA, ROTTERDAM & HAMBURG.
s.s. "GOTHA"	—	1st Sept., 1927.
s.s. "SAARBRUECKEN"	29th August, 1927.	24th Sept. ,,
s.s. "COBLENZ"	27th Sept. ,,	22nd Oct. ,,
M.S. "FULDA"	24th Oct. ,,	19th Nov. ,,

Regular Fast Four-weekly Freight Service.

NEXT HOMEWARD SAILING:
†s.s. "ROLAND" on or about 8th October, 1927
*s.s. "SCHLESIEN" on or about 9th November, 1927
† Calling at Marseilles besides the usual ports.
* Calling at Tripoli and Marseilles besides the usual ports.

NEXT ARRIVALS FROM EUROPE:
s.s. "NUERNBERG" ... on or about 14th Sept. in Hong Kong.

For Freight, Passage and further Particulars, please apply to:—
MELCHERS & CO.
Telephone C. 4557. Agents,
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DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR
SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 8 to 9 Days)

HAIHONG Friday, the 2nd September, at 1 p.m.
HAIYANG Tuesday, the 6th September, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) or *vice versa* and Return by the same Steamer at the Reduced Rate of $30.00 including Meals while the Steamer is in Port.
For Freight and Passage apply to—
DOUGLAS LAPRAIK & CO.,
General Managers. [3

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.

R.M.S. "EMPRESS OF ASIA"

will be despatched from

HONG KONG

for

MANILA

5 P.M., THURSDAY,

SEPTEMBER 1st.

CANADIAN PACIFIC EXPRESS
TRAVELLERS CHEQUES
PAYABLE THE WORLD OVER.
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

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N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES:
£120, £112, £110, £102, £33; VIA SAN FRANCISCO.
G$440, C$420 VIA JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
*KOREA MARU Tuesday, 6th Sept., Noon
SHINYO MARU Tuesday, 20th Sept., Noon
SIBERIA MARU Tuesday, 4th Oct.
*Calls Los Angeles, Omitting Honolulu.

LONDON via Singapore, Suez, Marseilles & Ports.
KAMO MARU Saturday, 10th Sept., at 11 a.m.
KATORI MARU Saturday, 24th Sept., at 11 a.m.
ATSUTA MARU Saturday, 8th Oct.

SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU Wednesday, 21st Sept.
AKI MARU Wednesday, 19th Oct.

BOMBAY via Singapore, Penang & Colombo.
SADO MARU Saturday, 10th Sept.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
ANYO MARU Thursday, 29th Sept.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAWACHI MARU Tuesday, 6th Sept.

NEW YORK and/or BOSTON via PANAMA.
TAKETOYO MARU Sunday, 11th Sept.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.
LIMA MARU Friday, 21st Oct.

CALCUTTA via Singapore, Penang & Rangoon.
MOJI MARU Saturday, 3rd Sept.

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU Friday, 16th Sept.

SHANGHAI, KOBE & YOKOHAMA.
CEYLON MARU (Moji direct) ... Friday, 2nd Sept.
KASHIMA MARU Monday, 5th Sept.
OSAKA MARU (Moji direct) ... Sunday, 11th Sept.
HAKONE MARU Monday, 19th Sept.

For further information, apply to—
NIPPON YUSEN KAISHA.
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KONINKLYKE PAKETVAART MAATSCHAPPY.
(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE MOTOR VESSEL
"CREMER"
Due to sail to SINGAPORE, BELAWAN-DELI and PENANG, on 1st September.

Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to all destinations in the Netherlands East Indies and Australia.

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Telephone 1574. YORK BUILDING, CHATER ROAD. [12

Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

MANY ARRIVALS BUT LITTLE CARGOES.

FIVE VESSELS IN BALLAST.

There were a large number of vessels arriving into port during the 24 hours ended at 9 a.m. yesterday, but freights entered for the Colony and for other ports were comparatively low. Of the arrivals there were five steamers carrying ballast. British ships carried no cargo for Hong Kong and only one manifested through freights.

There were a total of 6,973 tons of freights imported. These were contributed by eight steamers. The heaviest carrier being the s.s. *Saarbruecken* from Bremen and Manila. She had 1,807 tons.

Through freights were carried by five vessels and totalled 18,303 tons. One British steamer carried 582 tons out of this total. The two best returns were 6,015 tons and 4,670 tons, the former on the s.s. *Toyooka Maru* from Hamburg and Singapore and the latter on the *President Garfield*, from San Francisco and Shanghai.

The arrivals and departures during the period under review were:

	Arr.	Dep.
British	3	3
French	1	0
American	3	3
German	1	0
Dutch	1	1
Japanese	3	4
Chinese	3	1
Danish	0	1
Norwegian	0	2
Total	15	15

Cargo Carriers.

S.S. *Wai Shing* (British) from Canton, 582 tons general for other ports.

S.S. *Halvard* (British) from Canton, 4,192 pieces of banana and general for other ports.

S.S. *President Garfield* (American) from San Francisco and Shanghai, 1,327 tons general for Hong Kong and 4,670 tons for other ports.

S.S. *West Holbrook* (American) from Portland, Ore., and Nagasaki, 850 tons general for Hong Kong.

S.S. *Saarbruecken* (German) from Bremen and Manila, 1,897 tons general for Hong Kong and 2,957 tons for other ports.

S.S. *Toyooka Maru* (Japanese) from Hamburg and Singapore, 200 tons general for Hong Kong and 6,015 tons for other ports.

S.S. *Shunko Maru* (Japanese) from Bombay and Singapore, 149 tons general for Hong Kong and 4,079 tons for other ports.

S.S. *Heng Chong* (Chinese) from Bangkok and Hoihow, 1,000 tons general for Hong Kong.

S.S. *Hing On* (Chinese) from Foochow and Amoy, 1,200 tons firewood for Hong Kong.

S.S. *Sun Kong* (Chinese) from Kwong Chow Wan, 350 tons general for Hong Kong.

(*Continued on next Column.*)

DAILY WATERFRONT NEWS.

STEAMER COLLIDES WITH JUNK.

MAN WHO DENIES PREVIOUS CONVICTION.

[BY LONGSHOREMAN.]

The Sinking of the "Chung Hing."

In connection with the recent sinking of the *Chung Hing* on the Hong Kong-Kwang Chow Wan run, it is stated in the Chinese press that four parcels of money, of $1,000, $1,600, $1,400 and $1,000 each, have recovered from the shallow water in which the *Chung Hing* went down. The respective owners have received their money back, and in gratitude have contributed towards a fund for assisting the families of the men who lost lives. Estimated damage to cargo is put at 50,000.

"Hermes" Back.

H.M.S. *Hermes* returned from the North yesterday and is moored just off the *Argus*, opposite Wanchai.

Marking Wrecks System.

Mariners are informed by a notice in the Harbour Office yesterday that the following system of marking wrecks will be adopted in future:—By day, by a green flag; by night, by a green light in a vertical line under white light.

Dangerous Goods.

Dangerous goods manifested by arrivals in ports yesterday included 50 cases, 550 tons of sulphuric acid on the *Mexico Maru* from Yokohama and Moji, and 180 cases, 50 tons of safety matches for ports beyond.

Arriving from America and the North yesterday, the s.s. *President Jefferson* brought 384 bags of mail.

Steamer-Junk Collision.

When the s.s. *Wai Shing* was entering Hong Kong waters early yesterday morning, she collided with a junk. The native craft was slightly damaged, but no lives were lost.

Chinese Deck Passengers.

Out of fifteen vessels arriving into port during the 24 hours ended at 9 a.m. yesterday, only two brought Chinese deck passengers for the Colony. The s.s. *Hanoi* brought 203 from Haiphong, and the *Heng Chong* from Bangkok and Hoihow contributed 4.

The following vessels came into port in ballast:—
S.S. *Chak Sang* (British) from Canton.
S.S. *Hanoi* (French) from Haiphong and Fort Bayard.
S.S. *India Arrow* (American) from Calcutta.
S.S. *Amrum* (Dutch) from Singapore and Foochow.
S.S. *Shingu Maru* (Japanese) from Moji.

Marine Court.

The Chinese who was remanded from Monday on a charge of boarding the s.s. *Hong Peng* without the permission of the ship's officers, in order to prove a previous conviction against him, was yesterday sentenced to two months' hard labour by Lt.-Comdr. G. F. Hole at the Marine Court. Mr. F. H. Loseby for the defence stated that in view of his client having pleaded guilty on the first day, he would not ask for an adjournment, but he wished it to be noted that if he could produce evidence to show that boarding a vessel is not an offence, he would ask the case to be reheard. His Worship said that if sufficient evidence is brought before him, he would grant a rehearing.

Evidence of a previous conviction was then given by Insp. Vincent of the Finger Print Dept., who said that from defendant's finger prints, he had been identified with a man who had been sentenced to one month's hard labour on May 13th, 1925, for assault. Addressing the prisoner, his Worship said that in view of his previous record, he would this time be sentenced to two months' hard labour.

"President" Liners.

Leaving Hong Kong on Monday night, *en route* for San Francisco *vid* ports, the *President McKinley* carried 121 first class cabin passengers. The list of passengers leaving are given in another column.

Arriving yesterday morning from America and ports, the s.s. *President Jefferson* brought 16 cabin passengers for Hong Kong, and has on board 38 passengers for Manila. The *Jefferson* returns from Manila and sails from Hong Kong for Seattle and Victoria next Wednesday. The *President Lincoln* is due here on Sunday, leaving for Manila on Monday, and returning here *en route* for San Francisco on Tuesday, September 13th.

WARSHIPS IN PORT.

Warships in port yesterday were: South Wall Basin, *Tarantula, Robin*, and *Faulknor*; East Wall Basin, *L.15* and *L.19*; In Dock, *Somme, Seraph*, and *Serapis*; Taikoo Dock, *Vindictive, Peterel* and *Fern*; No. 1 Buoy, *Argus*; No. 3 Buoy, *Belgol*; No. 4 Buoy, *Despatch*; No. 5 Buoy, *Hermes*; No. 7 Buoy, *Denae*; No. 12 Buoy, *Republica* (Portuguese); No. 13 Buoy, *Sirdar*; No. 18 Buoy, *Euthenia*; No. 25 Buoy, *Kharki*.

Foreign Men of War:—Portuguese, *Republica*; French, *Cratonne* and *Vigilante*.

SUNRISE AND SUNSET IN HONG KONG.

FOR AUGUST, 1927.

STANDARD TIME OF THE 120th MERIDIAN, EAST OF GREENWICH.

Date.	*Sunrise.*	*Sunset.*
August 31st	6.05 a.m.	6.42 p.m.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ELLERMAN LINE
S.S. "KABINGA" Havre, London, Rotterdam & Hamburg ... 8th September
S.S. "CITY OF PERTH" ... London, Havre, & Glasgow 4th November

AUSTRALIA AUSTRAL-EAST INDIES LINE
Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and *vice versa*.
Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE AMERICAN AND MANCHURIAN LINE
S.S. "CITY OF EVANSVILLE" via Suez Canal 8th September
S.S. "CITY OF BOMBAY" via Suez Canal 9th October
S.S. "CITY OF EASTBOURNE" ... via Suez Canal 6th November

ALSO AGENTS FOR
ANDREW WEIR & CO.
SERVICES TO
BOSTON & NEW YORK AMERICAN & ORIENTAL LINE
S.S. "OLIVEBANK" via Suez Canal 1st October.
MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE
S.S. "TINHOW" From Hong Kong 25th October.
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, (Port Elizabeth,) Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar Mombassa, Kilindini, Port Nolloth, Ludoritz Bay, Walvis Bay and Madagascar.

For Freight or passage on any of the above lines apply to—
Telephone: Central 4791. THE BANK LINE, LTD.
22]

P. & O., BRITISH INDIA APCAR and EASTERN & AUSTRALIAN LINES

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination.
"MOREA"	10,953	3rd Sept., Noon	Marseilles and London.
† "NOVARA"	6,989	11th Sept.	Marseilles and London.
"KIDDERPORE"	5,334	15th Sept.	Straits, Colombo and Bombay.
* "DEVANHA"	8,155	17th Sept.	Marseilles, L'don, Antwerp & Hull.
"KHYBER"	9,114	1st Oct.	Marseilles, L'don, Antwerp & Hull.
"NYANZA"	7,023	12th Oct.	Straits, Colombo and Bombay.
"MALWA"	10,986	15th Oct.	Marseilles and London.
"KASHMIR"	8,985	29th Oct.	Marseilles, L'don, Antwerp & Hull
"MACEDONIA"	11,120	12th Nov.	Marseilles and London.
"MONGOLIA"	16,504	26th Nov.	do.
"MANTUA"	10,946	10th Dec.	do.
"KASHGAR"	9,005	24th Dec.	do.
"MOREA"	10,953	7th Jan., 1928	do.
"DEVANHA"	8,155	21st Jan., "	do.
"MALWA"	10,986	4th Feb., "	do.
"KHYBER"	9,114	18th Feb., "	do.
"MACEDONIA"	11,120	3rd Mar., "	do.
†"KHIVA"	9,135	10th Mar., "	do.
"KASHMIR"	8,985	17th Mar., "	do.
"MANTUA"	10,946	31st Mar., "	do.
†"KALYAN"	9,144	7th April, "	do.
"MONGOLIA"	16,504	14th April, "	do.
"MOREA"	10,953	28th April, "	do.
"KASHGAR"	9,005	12th May, "	do.

† Does not carry passengers. ‡ Passengers to Singapore only.
* Calls at Port Sudan. Does not carry 2nd class passengers.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

* "TALAMBA"	8,013	8th Sept.	Singapore, Penang and Calcutta
"TALMA"	10,000	13th Sept.	do.
"TILAWA"	10,003	30th Sept	do.

* Calls at Rangoon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"TANDA"	6,956	2nd Sept., 4 p.m.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	30th Sept.	
"ARAFURA"	6,000	28th Oct.	
"TANDA"	6,956	2nd Dec.	
"ST. ALBANS"	4,500	30th Dec.	

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

* "NAGPORE"	5,283	2nd Sept., a.m.	S'hai., Moji, Kobe & Yokohama.
"KHYBER"	9,114	2nd Sept., 5 p.m.	do.
"ST. ALBANS"	4,500	6th Sept.	Moji, Kobe, Osaka & Yokohama.
"TILAWA"	10,006	6th Sept.	Amoy, S'hai., Moji, Kobe & Osaka
"MALWA"	10,986	16th Sept.	S'hai., Moji, Kobe & Yokohama.
"NYANZA"	7,023	22nd Sept.	Shanghai, Moji and Kobe.
"KASHMIR"	8,985	30th Sept.	S'hai., Moji, Kobe and Yokohama.
"ARAFURA"	6,000	4th Oct.	Moji, Kobe, Osaka & Yokohama.
"MACEDONIA"	11,120	15th Oct.	S'hai., Moji, Kobe & Yokohama.
"MONGOLIA"	16,504	29th Oct.	do.
"TANDA"	6,956	8th Nov.	Moji, Kobe, Osaka & Yokohama.
"MANTUA"	10,946	12th Nov.	S'hai., Moji, Kobe and Yokohama.
"KASHGAR"	9,005	26th Nov.	do
"ST ALBANS"	4,500	6th Dec.	Moji, Kobe, Osaka & Yokohama.
"MOREA"	10,953	10th Dec.	S'hai., Moji, Kobe & Yokohama.
"DEVANHA"	8,155	24th Dec.	do.
"MALWA"	10,986	7th Jan., 1928	do
"KHYBER"	9,114	21st Jan., "	do.
"MACEDONIA"	11,120	4th Feb., "	do.
"KASHMIR"	8,985	18th Feb., "	do.
"MANTUA"	10,946	25th Feb., "	do.
"MONGOLIA"	16,504	17th Mar., "	do.
"MOREA"	10,953	30th Mar., "	do.
"KASHGAR"	9,005	13th April, "	do.
"MALWA"	10,986	27th April, "	do.
"DEVANHA"	8,155	11th May, "	do.

* Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG. [1

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS
LOADING DIRECT FOR
BARCELONA, ROTTERDAM, HAMBURG AND SCANDINAVIAN PORTS.

m.v. "NANKING"	Loading about 6th September
m.v. "DELHI"	27th September
m.v. "AGRA"	15th October
m.v. "SUMATRA"	3rd November
m.v. "JAPAN"	20th November
m.v. "FORMOSA"	10th December

FOR SHANGHAI AND JAPAN PORTS.

m.v. "SUMATRA"	Loading about 24th September
m.v. "JAPAN"	10th October

For further particulars, apply to the Agents—
GILMAN & CO., LTD., G. E. HUYGEN.
Hong Kong. Canton. 21

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Canada, U.S.A., Japan, Shanghai & Europe via Siberia	*Empress of Asia*	31st Aug.
Swatow & Amoy	*Cremer*	31st Aug.
Japan	*Tanda*	31st Aug.
Europe via Suez (letters & papers, London, 4th Aug., & parcels, 25th July)	*Khyber*	1st Sept.
Straits	*Kaypore*	1st Sept.
Shanghai	*Morea*	2nd Sept.
U.S.A., Canada, Japan & Shanghai	*Pres. Lincoln*	4th Sept.

OUTWARD MAILS.

For	Per	Date
		Wednesday, 31st
Straits, Ceylon, India, Mauritius, E. & S. Africa	*Mexico Maru*	8.30 A.M.
Swatow, Amoy and Formosa	*Tutuwa Maru*	10.30 A.M.
Japan	*Saurko Maru*	10.30 A.M.
Batavia	*Tjisalak*	2.30 P.M.
Swatow	*Sydrunyea*	2.30 P.M.
Amoy	*Hallard*	2.30 P.M.
Swatow	*Soochow*	2.30 P.M.
Tourane	*Chung Ming*	3.30 P.M.
Shanghai & EUROPE via Siberia	*Saarland*	3.30 P.M.
Fort Bayard, Hoihow, Pakhoi & Haiphong	*Hanoi*	5.00 P.M.
		SEPTEMBER
		Thursday, 1st,
Straits	*Cremer*	10.00 A.M.
Straits & Calcutta	*Yuen Sang*	Parcels Noon
		Letters 1.00 P.M.
Manila	*Empress of Asia*	3.30 P.M.
		Friday, 2nd,
Manila, Sandakan, Australia & New Zealand via Thursday Island—due Thursday Island, 17th September	*Tanda*	Parcels Noon
		Letters 2.30 P.M.
Shanghai, *Japan & EUROPE via Siberia	*Khyber*	3.30 P.M.
		Kowloon P.O.
		Letters 4.30 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 30th Sept.	*Morea*	Reg. 3rd, 9.0 A.M.
		Letters 10.00 A.M.
		G.P.O.
		Par. 2nd, 5.00 P.M.
		Reg. 3rd, 9.45 A.M.
		Letters 10.30 A.M.
		Saturday, 3rd,
Japan	*Takhyhius*	10.00 A.M.
Shanghai & EUROPE via Siberia	*Ouryshing*	3.30 P.M.
		Sunday, 4th,
Swatow, Amoy & Formosa	*Kaisho Maru*	9.00 A.M.
		Monday, 5th,
Straits and Calcutta	*Kut Sang*	Parcels Noon
		Letters 1.00 P.M.
		Tuesday, 6th,
Swatow, Amoy and Foochow	*Haiyang*	Noon
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 7th October	*Perseus*	Reg. 1.45 P.M.
		Letters 2.30 P.M.
		Wednesday, 7th,
Swatow	*Chaksang*	5.30 A.M.
		Thursday, 8th,
Amoy	*Lai Sang*	5.00 P.M.

*Correspondence bearing vessel's name only.



LONDON SERVICE.

*"PERSEUS"	6th Sept.	Mars., L'don., B'dam., H'burg. & Hull.
*"RHEXENOR"	20th Sept.	Mars., L'don., B'dam., H'burg. & Hull.
"NELEUS"	24th Sept.	London, B'dam. & H'burg.
"HECTOR"	5th Oct.	Mars., L'don., B'dam. & Glasgow.

*Call at Casablanca.

LIVERPOOL SERVICE.

"TEUCER"	20th Sept.	Genoa, Havre, Liverpool & Glasgow.
"LYCAON"	29th Oct.	Genoa, Havre, Liverpool & Glasgow.
"TITAN"	20th Nov.	Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.
(via KOBE & YOKOHAMA)

"TALTHYBIUS"	3rd Sept.	Victoria, Vancouver & Seattle.
"ACHILLES"	22nd Sept.	Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"GLAUCUS"	24th Sept.	New York, Boston & Baltimore.
"THESEUS"	23rd Oct.	New York, Boston & Baltimore.

PASSENGER SERVICE.

"HECTOR"	5th Oct.	Singapore, Marseilles & London.
"AENEAS"	1st Nov.	Singapore, Marseilles & London.
"SARPEDON"	30th Nov.	Singapore, Marseilles & London.
"PATROCLUS"	28th Dec.	Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to:—

Butterfield & Swire,

Agents. [6

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued and Fully Paid-up $30,000,000
Reserve Funds:—
Sterling £6,000,000
Silver $13,500,000

Reserve Liability of Proprietors $30,000,000

HEAD OFFICE: HONG KONG.

Court of Directors:
Hon. Mr. D. G. M. BERNARD, Chairman.
A. H. COMPTON, Esq., Deputy Chairman.
W. H. Bell, Esq. C. G. S. Mackie, Esq.
N. S. Brown, Esq. W. L. Pattenden, Esq.
A. Macgowan, Esq. T. G. Weall, Esq.
H. P. White, Esq.
Acting Chief Manager: Hon. Mr. A. C. HYNES.

BRANCHES:—

Amoy	Hongkew	Peking
Bangkok	Iloilo	Penang
Batavia	Ipoh	Rangoon
Bombay	Johore	Saigon
Calcutta	Kobe	San Francisco
Canton	Kuala Lumpur	Shanghai
Chefoo	London	Singapore
Colombo	Lyons	Sourabaya
Dairen	Malacca	Sungei Patani
Foochow	Manila	Tientsin
Haiphong	Monkden	Tokyo
Hamburg	Nagasaki	Tsingtao
Hankow	New York	Yokohama
Harbin		

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.

Hong Kong, 19th July, 1927. [26

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. C. HYNES,
Acting Chief Manager.

Hong Kong, 9th March, 1927. [2

EQUITABLE EASTERN BANKING CORPORATION. AN AMERICAN BANK.

CAPITAL AND SURPLUS U.S. $3,000,000.00

HEAD OFFICE: 37, WALL STREET, NEW YORK.

BRANCHES: SHANGHAI.

General Banking and Exchange Business.
Interest Allowed on all Deposits.
Rates on Application.
LONDON AND PARIS AGENTS: EQUITABLE TRUST CO., OF N.Y.
33] D. M. BIGGAR, Manager.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

BANKERS

ESTABLISHED 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorised Capital..Guilders 150,000,000- (£12,500,000.)
Paid-Up Capital.....Guilders 80,000,000- (£6,666,670.)
Reserve Fund.....Guilders 40,000,000- (£3,333,333.)

Head Office—AMSTERDAM.*
Eastern Head Office—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng*, Bombay, Calcutta, Cheribon, Jiddah, Djember, Djokjakarta*, The Hague*, Kobe, Kota Radja, Makassar, Medan, Padang, Palembang, Pekalongan, Penang, Pontianak, Rangoon, Rotterdam*, Samarang*, Shanghai, Sibolga (Sumatra), Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Wa-geveden*.

*These offices have *Safe Deposit Boxes To Let.*

London Bankers:—National Provincial Bank, Ltd.

Correspondents all over the world. Banking Business of every description transacted.

O. STEENSTRA, Manager.

Hong Kong, 30th July, 1927. [34

THE BANK OF CHINA.
中華銀行

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL...$60,000,000.00
PAID-UP CAPITAL 19,760,200.00
RESERVE FUND 9,864,398.69

Head Office:—PEKING
Hong Kong Branch:—4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.
New York Bankers:—THE EQUITABLE EASTERN BANKING CORPORATION, THE IRVING BANK-COLUMBIA TRUST CO.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for domestic exchange.

SHOU J. CHEN, Manager.

Hong Kong, 29th June, 1927 [38

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £4,600,000
Reserve Liability of Proprietors £3,000,000

AGENCIES AND BRANCHES

ALOR STAR (Malay States)	IPOH	RANGOON
AMRITSAR	KARACHI	SAIGON
BANGKOK	KLANG	SEMARANG
BATAVIA	KOBE	SHERMEAN
BOMBAY	KUALA KANGSAR	SHANGHAI
CALCUTTA	KUALA LUMPUR	SINGAPORE
CANTON	KUALA SELANGOR	SOURABAY
CAWNPORE	KUCHING	TAIPING
CEBU	MADRAS	(F.M.S.)
COLOMBO	MANILA	TAVOY
DELHI	MEDAN	TIENTSIN
HAIPHONG	NEW YORK	TOKYO
HAMBURG	PEKING	TSINGTAO
HANKOW	PENANG	YOKOHAMA
HONG KONG	PESHAWAR	ZAMBOANGA (Philippine Islands).
ILOILO	PUKET	

FOREIGN EXCHANGES and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

J. R. GEORGE, Manager.

Hong Kong, 7th March, 1927. [30

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.
(Incorporated in France).

5, Chater Road, Victoria, Hong Kong.

HEAD OFFICE: 74, Rue St. Lazare, Paris.

Capital, fully paid up..... Frs. 40,000,000
Special Working Capital Frs. 50,000,000
Reserves Frs. 13,276,000

BRANCHES:

Paris.	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Pnom Penh	Peking	Tientsin
Shanghai	Hong Kong	

BANKERS:
France: Société Generalé, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: Irving Bank, Columbia Trust Co.
Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.

A. ROLLIN, Manager.

Hong Kong, 21st April 1927.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorised Capital£3,000,000
Subscribed Capital£1,800,000
Paid-up Capital£1,650,000
Reserve Fund and Rest...£1,545,687

BANKERS:
THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:

Bangkok	Kandy	Penang
Batavia	Karachi	Port Louis
Bombay	Kota Bharu	(Mauritius)
Calcutta	Kuala Lumpur	Rangoon
Colombo	Kuantan	Shanghai
Delhi	(Pahang)	Simla
Galle	Madras	Singapore
Hong Kong	New York	Sourabaya
Howrah		

HONG KONG BRANCHES:
Every description of Banking and Exchange Business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

C. L. C. SANDES, Manager.
7, Queen's Road Central,
Hong Kong, 19th April, 1927. [29

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid-up) Yen 100,000,000
Reserve Fund.....Yen 92,500,000

HEAD OFFICE: YOKOHAMA.

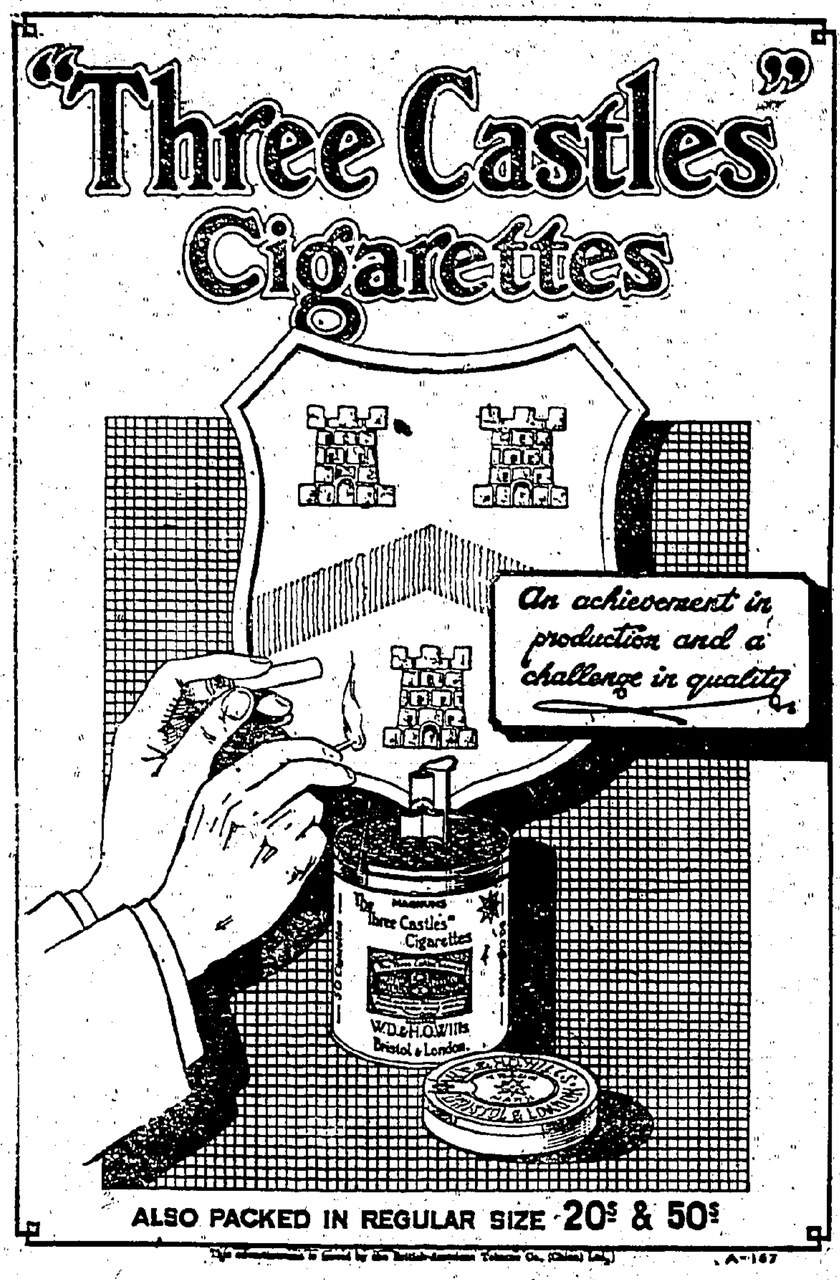
BRANCHES AND AGENCIES AT:

Alexandria	Honolulu	Rangoon
Batavia	Kai Yuen	Saigon
Bombay	Karachi	Soerabaya
Buenos Ayres	Kobe	San Francisco
Calcutta	London	Seattle
Canton	Lyons	Semarang
Changchun	Los Angeles	Shanghai
Dairen	Manila	Singapore
(Dalny)	Nagasaki	Shimonoseki
Fengtien	Nagoya	Sydney
(Mukden)	Newchwang	Tientsin
Hamburg	Osaka	Tokyo
Hankow	New York	Tsinanfu
Harbin	Peking	Tsingtau
Hong Kong	Rio de Janeiro	Vladivostock (Temporarily closed)

Interest allowed on Current Accounts Deposits received for Fixed Periods at rates to be obtained on application.

H. MORI, Manager.

Hong Kong, 11th March 1927 [35



ALSO PACKED IN REGULAR SIZE 20s & 50s

This advertisement is issued by the British-American Tobacco Co. (China) Ltd.] A-167

BANQUE DE L'INDO-CHINE.
Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital...Frs.72,000,000.00
Paid-up Capital ...Frs.68,400,600.00
Reserve Fund Frs. 89,384,519.10

BRANCHES:

Bangkok	Hanoi	Pondicherry
Battambang	Hong Kong	Saigon
Cantho	Mengtsz	Shanghai
Canton	Nam-Dinh	Singapore
Djibouti	Noumea	Tientsin
FortBayard	Papeete	Tourane
Haiphong	Peking	Yunnanfou
Hankow	Pnom-Penh	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générals.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposit according counts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.

CH. LEM, Manager.

Hong Kong, 26th February, 1927. [32

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: HONG KONG.
No. 10, DES VOEUX ROAD CENTRAL, HONG KONG.

AUTHORIZED CAPITAL $10,000,000
PAID-UP CAPITAL... 5,000,000
RESERVE... 1,200,000

BRANCHES AND AGENCIES:—

Batavia	Melbourne	San Francisco
Bombay	Nagasaki	Seattle
Calcutta	New York	Semarang
Canton	Osaka	Singapore
Haiphong	Paris	Sourabaya
Honolulu	Peking	Sydney
Kobe	Penang	Taipeh
Kowloon	Rangoon	Tientsin
London	Saigon	Tokyo
Manila	Shanghai	

Correspondents in all principal cities of the world.
Every description of Banking and Exchange business transacted.
Loans granted on approved securities.
SAFE DEPOSIT BOXES To Let.

KAM YUNG PO, Chief Manager.

Hong Kong, 21st March, 1927

THE BANK OF TAIWAN, LTD.
(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ...Yen 45,000,000
Capital (Paid-up) Yen 22,875,000

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES:
JAPAN:—Tokyo, Yokohama, Kobe, Osaka.
FORMOSA:—Giran, Kagi, Karenko, Keelung, Makong, Nanto, Shinchiku, Taichu, Tainan, Takao, Tamsui, Toen, Heito, Taito.
CHINA:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.
OTHERS:—Hong Kong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

LONDON BANKERS:
THE LONDON COUNTY WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, &c.
Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.

T. TAKAGI, Manager, HONG KONG BRANCH, 2, Des Voeux Road, Central

Hong Kong, 11th May, 1926. [27

THE BANK OF CANTON, LTD.
Established 1912.

HEAD OFFICE: HONG KONG.

Hong Kong Currency
AUTHORIZED CAPITAL$11,000,000
PAID-UP CAPITAL 8,664,200
RESERVE FUND..... 850,000

Branches:—
CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.

London Bankers:—
THE LLOYDS BANK, LTD.

Correspondents
In all Principal Cities of the World.

Foreign Exchange and Banking Business of every description transacted.
Safe Deposit Boxes (various sizes) at a Yearly Rental of from $5 to $40

LOCK POON SHAN, Chief Manager.

37]

P. & O. BANKING CORPORATION, LIMITED.

PAID UP CAPITAL£2,594,166
RESERVE FUND £180,000

HEAD OFFICE:
122, Leadenhall Street, London, E.C. 3.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal towns of the World.

L. E. HOPKINS, Manager.

Prince's Building, Chater Road,
38] Hong Kong.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, August 30th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer...	29.52	29.51	29.41
Temperature	89	79	82
Humidity ...	75	93	86
Wind—			
Direction	WSW	W	ENE
Force ...	3	3	7
Weather ...	O	OR	OQ
Rain	0.00	0.00	2.98

Highest open-air Temperature, 29th: 92
Lowest open-air Temperature, 30th: 79

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder

HONG KONG TIDE TABLE.

From August 31st to Sept. 6th, 1927.

Days of Week.	Date of Month.	High Water. Hong Kong Standard Time.	High Water. Height.	Low Water. Hong Kong Standard Time.	Low Water. Height.
		Hong Kong Currency			
		h. m.	ft. in.	h. m.	ft. in.
Wed.	31	m 11 24	6 2	m 5 13	2 9
		11 55 a	5 4	5 59 a	2 3
Thur.	1	m 11 52	5 7	m 5 54	3 0
				6 24 a	2 8
Fri.	2	m 0 16	5 5	m 6 39	3 2
		0 28 a	5 1	6 46 a	3 2
Sat.	3	m 0 44	5 6	m 7 41	3 3
		1 19 a	4 6	7 3 a	3 5
Sun.	4	m 1 24	5 7	m 9 23	3 3
		3 2 a	4 1	7 12 a	3 6
Mon.	5	m 2 19	5 9	m 11 16	3 0
		No infer.	h. w.	No infer.	l. w.
Tues.	6	m 3 32	6 2	0 21 a	2 5
		No infer.	h. w.	No infer.	l. w.

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